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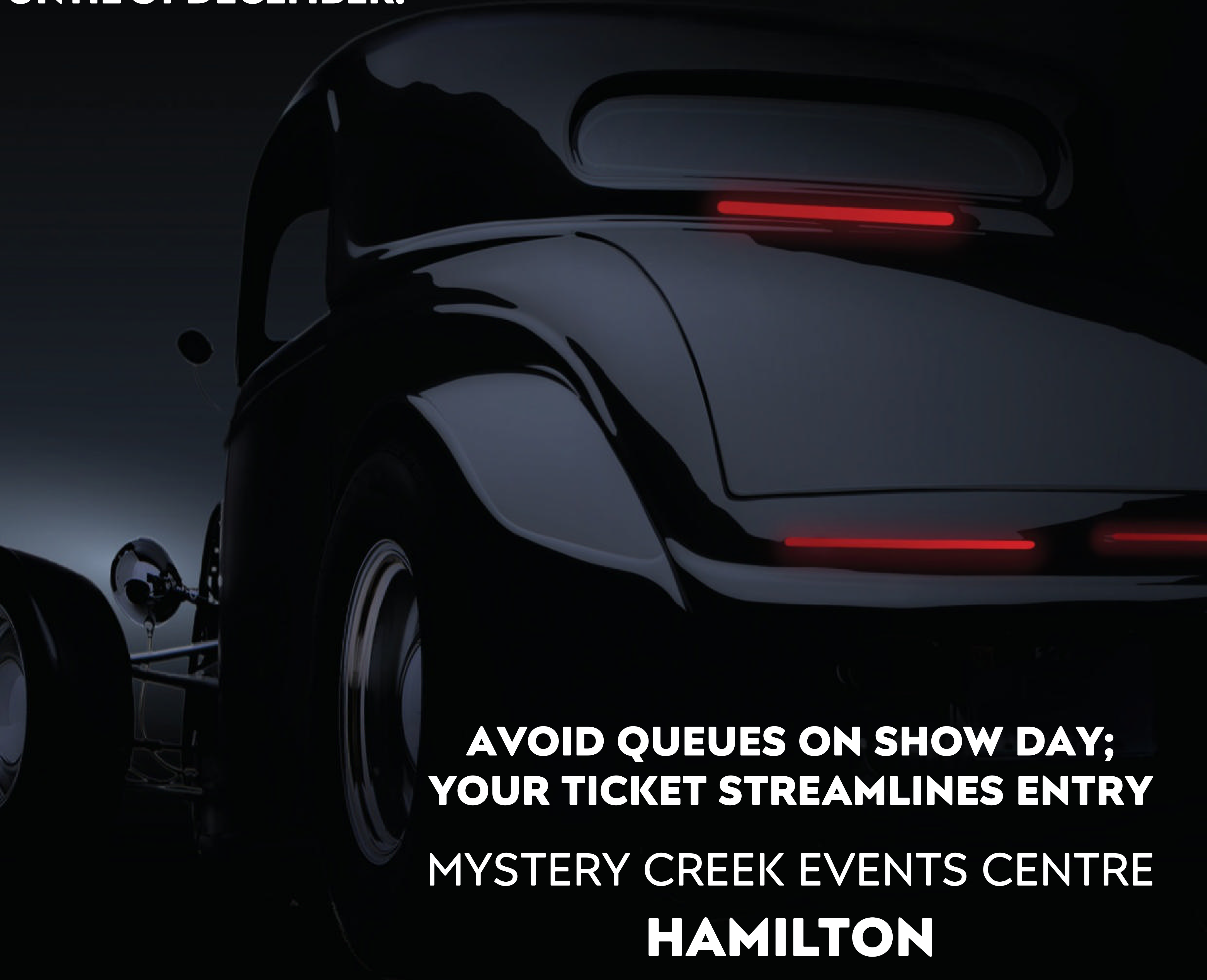

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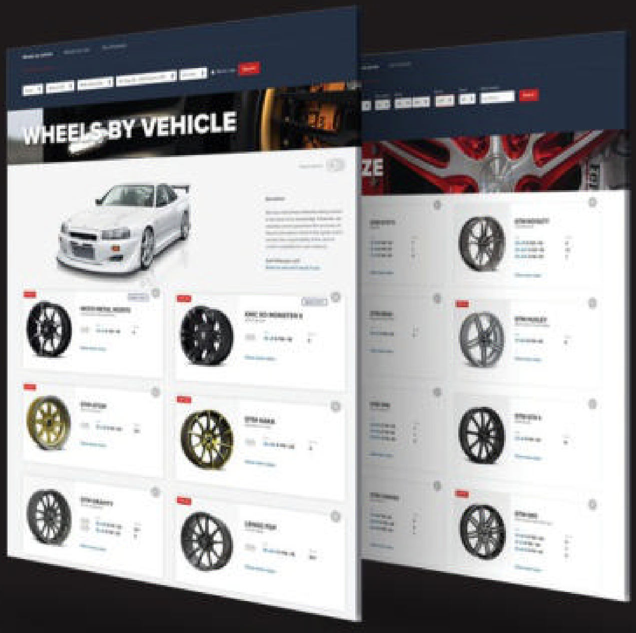

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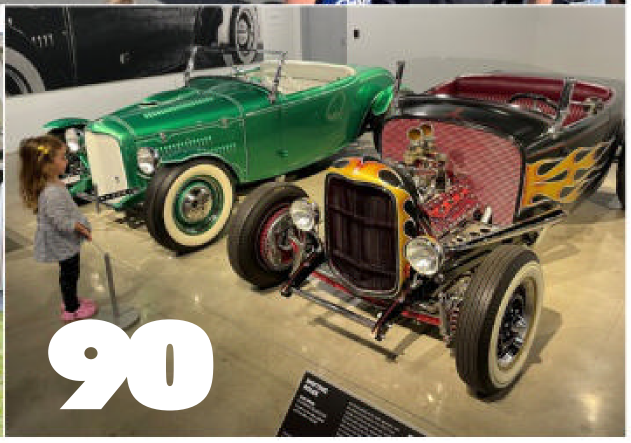

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Repco
Mike & Anna Nelson's
1932 Ford Coupe
32

VALUE FOR MONEY

By the time you read this, I'll be about ready to head to Whangamatā for Repco Beach Hop 22. Having attended last year as a freelance photographer to work on the *NZV8 Beach Hop Annual*, I'm really looking forward to attending this time as editor. Obviously, things will be a little different for me; I'll be a whole bunch busier and also able to call the shots. I'll definitely have my work cut out, that's for sure.

When I returned home from last year's event, I jumped straight on Trade Me to see what American car I could afford. It's surprising how the vibe at Beach Hop makes you crave an American machine, so I'm sure I wasn't the only one doing it. As you may know, I still haven't bought one; instead, I've continued to spend money on my Commodore.

With Repco Beach Hop focusing on vehicles earlier than '72, obviously plastic-bumpered vehicles like my Commodore aren't catered for — but that's not a bad thing. Beach Hop is a formula that works well and shouldn't be messed with, but I still kinda wish that I could bring my car and take part in the celebrations with everyone else. Don't get me wrong — there are many Australian car events, but none has quite the same level of excitement and atmosphere as the big American events. Take the likes of Beach Hop, Americarna, and Kaikoura Hop: the excitement of spotting all the Yank tanks cruising and congregating is on another level.

It's hard to deny that there's a cost difference between American cars and Australian cars though, and that's probably why I haven't got one of my own yet. I paid just $15K for my VX when I bought it. Sure, I've put about $40K into it since then, and I feel that I've actually gained a lot for my money. However, if I used that $55K to buy an American car, it would be relatively basic. The age of the car I would buy means it would need paint; almost certainly rust repairs; potentially motor work; and, if freshly landed, to go through compliance. There's a good chance that, to have what I really want, I'd be in the hole for close to $80K. On the flip side, my $55K Holden is loaded with a variety of bells and whistles. When you balance things like that, the VX has got more to show for it than most American cars of the same value. Don't get me wrong — I'm still keen to own one — but, as you may remember from last month, I'm currently mad about Harley-Davidsons, so it'll have to wait until after I fulfil that dream.

Moving forwards, Repco Beach Hop 22 is going to be huge, and, if last year was any indication, amazing. It was a real highlight for me to attend for the first time, and I'm looking forward to being able to present my version of it to all of you readers through my words and photographs in our *Beach Hop Annual*. It'll be a challenge for me, but I'm confident that I'll knock it out of the park. Of course, even if you don't own an American car, you can head along to watch and soak up the atmosphere. It's a spectacular event, and when you're there, you can see why it's gained such a huge following. Whether or not you make it to the event, you can always grab a copy of the *Beach Hop Annual*, which will be on sale 2 December. I have to warn you, though — a look through it will make you keen to attend, and envious if you don't own an American car. V8

Right — time to pack my bags.

Rixsta Sammons

rixsta@nzv8.co.nz

HISTORY OF PUKEKOHE

In Issue No. 211, we made an error in the article Pukekohe: The End of an Era. An entire page was missing from the printing, so, if you want the rest of the story, please head over to themotorhood.com and search 'History of Pukekohe' to see the article in full.

Pukekohe
THE END OF AN ERA

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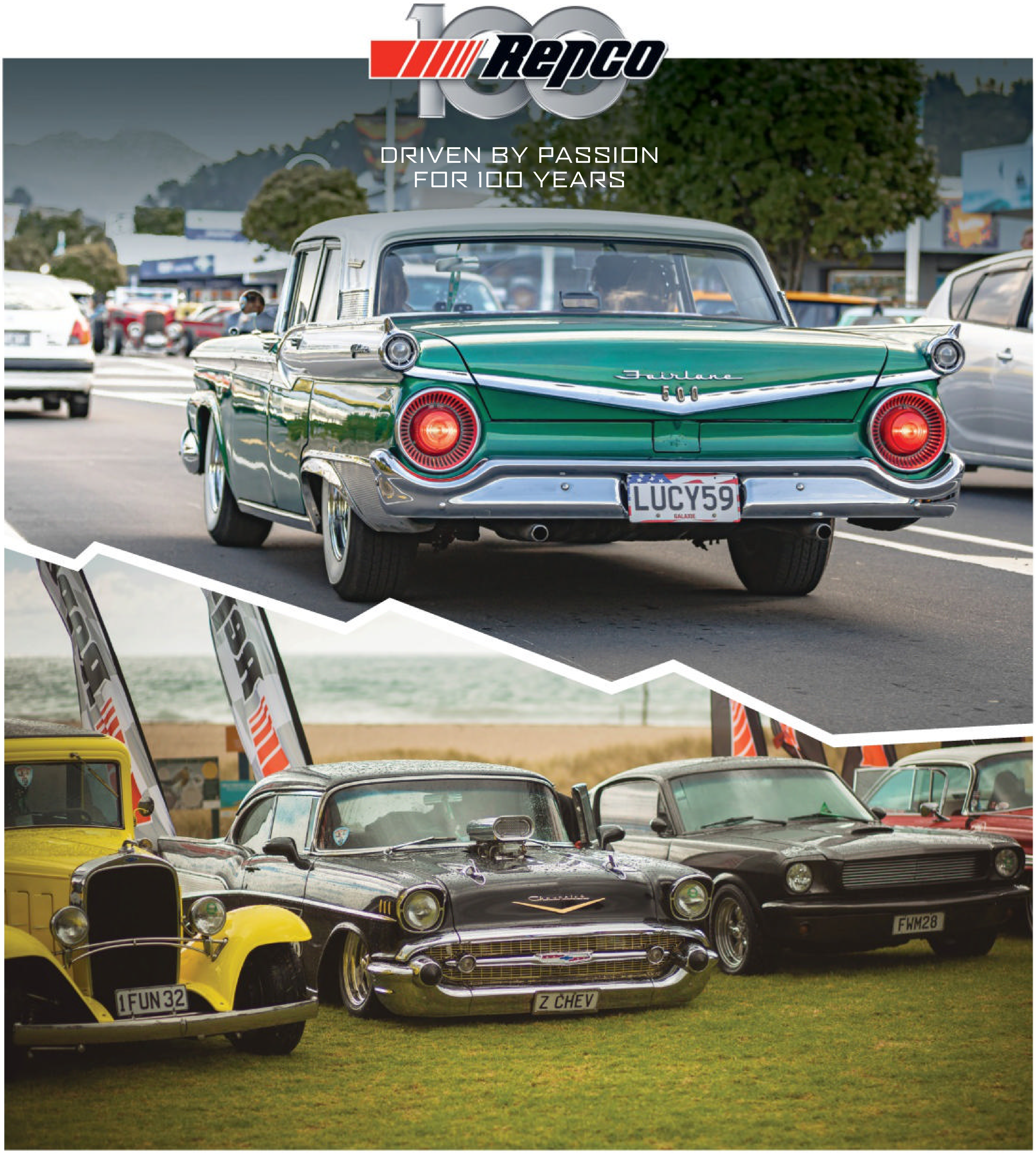
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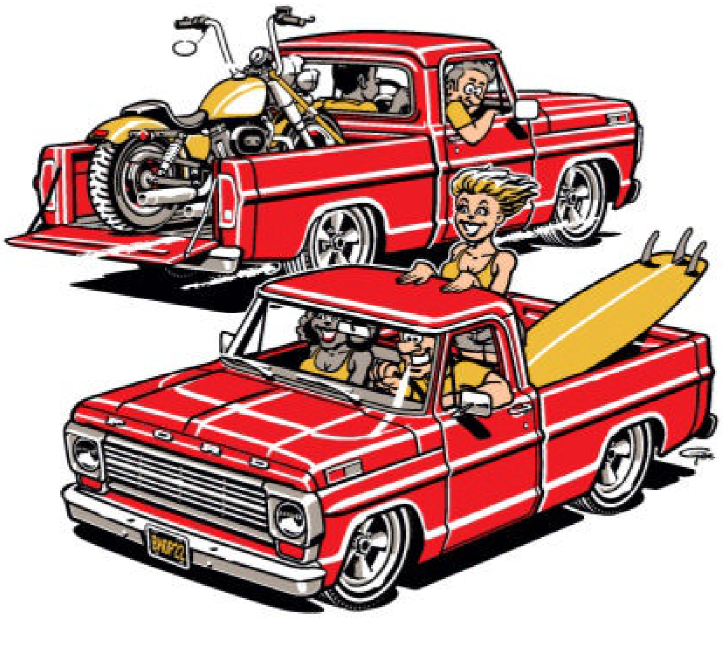

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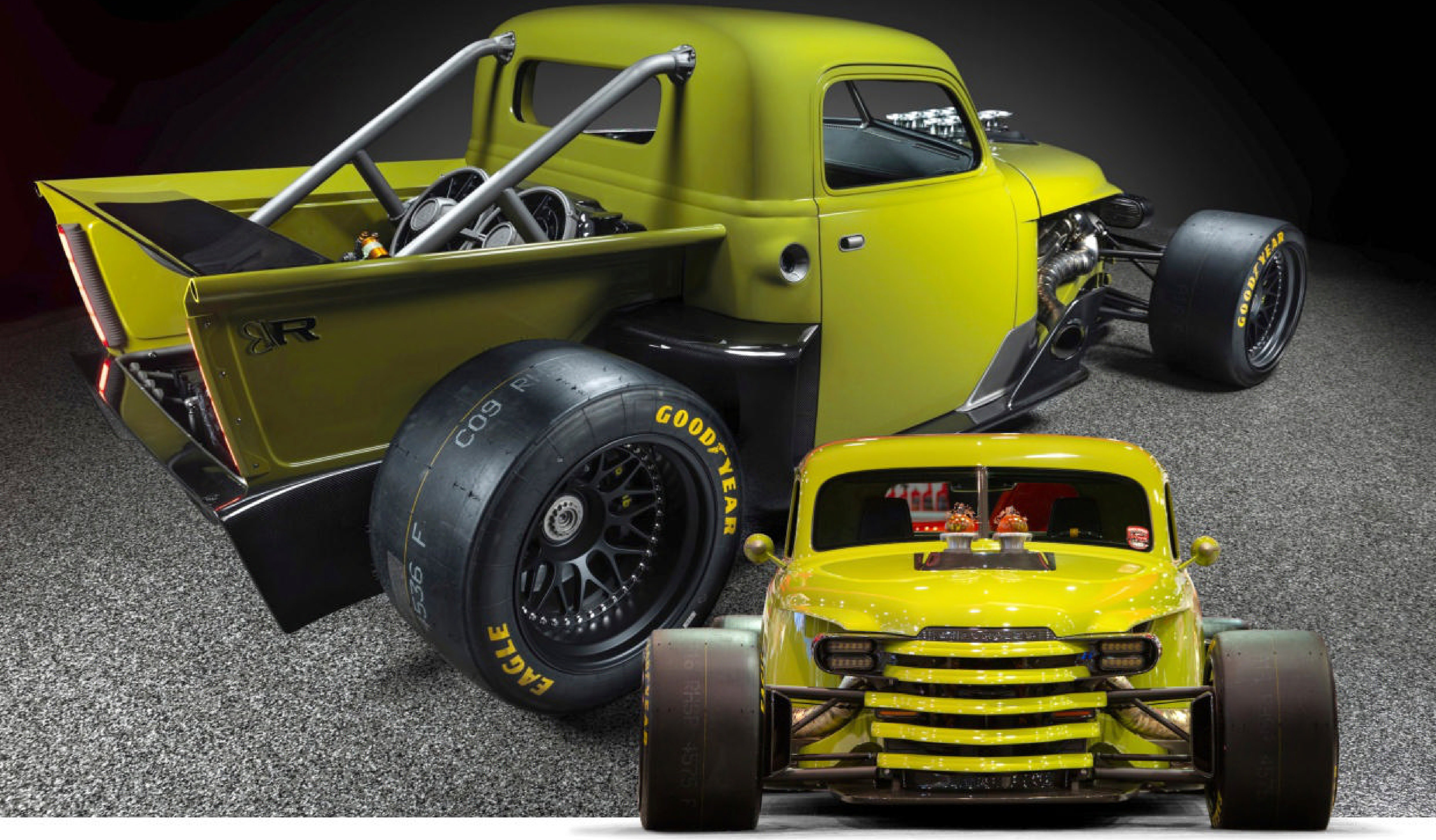
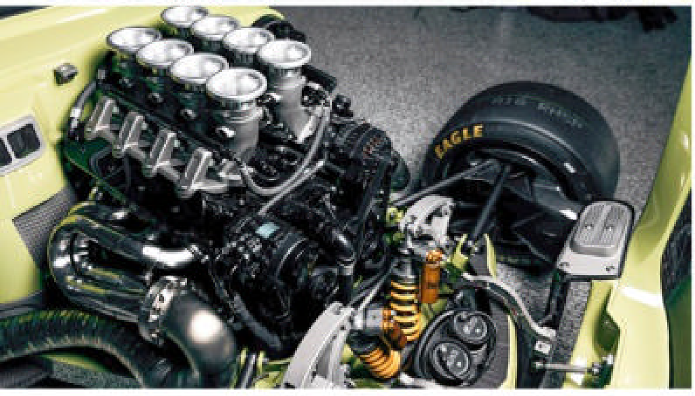


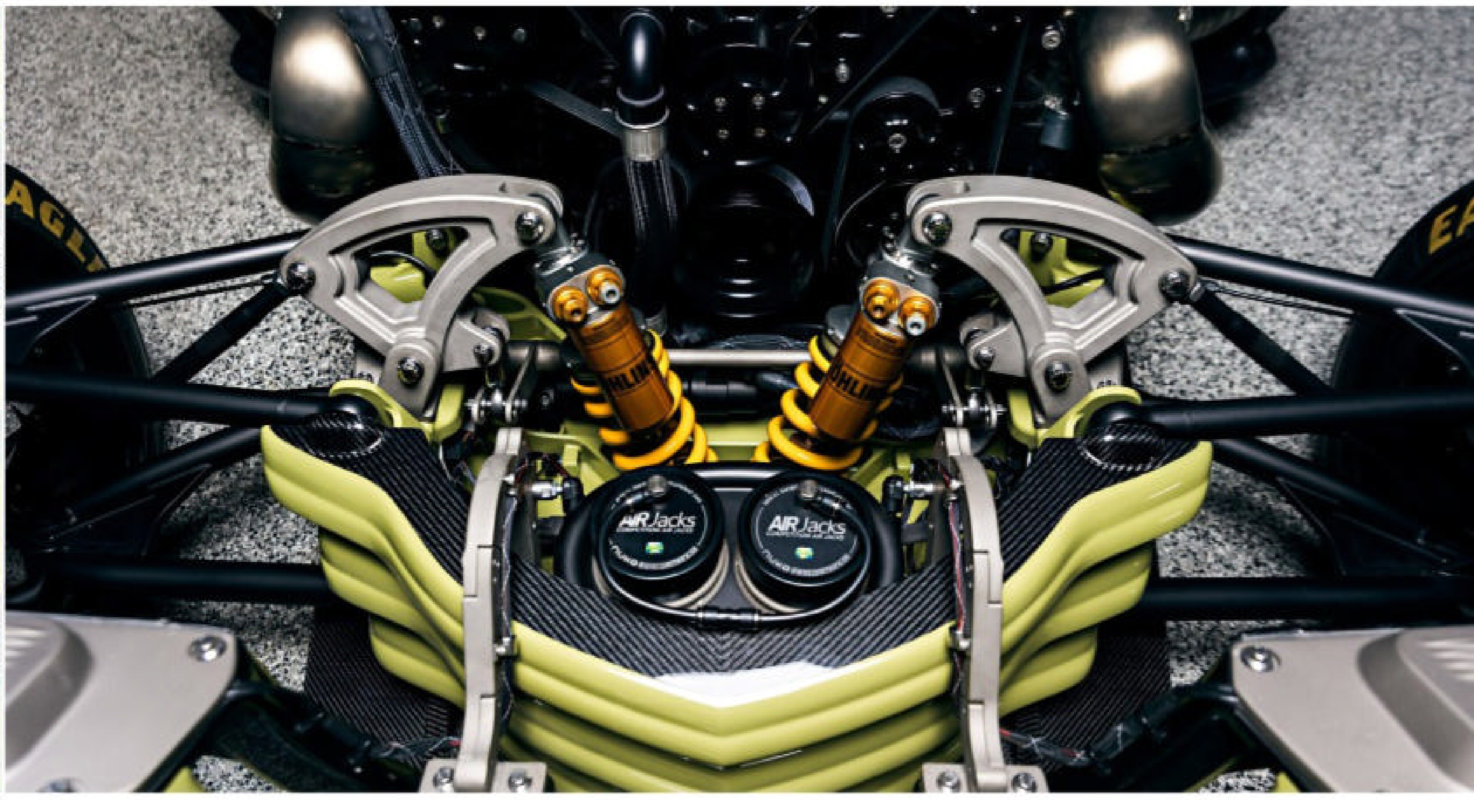
'48 CHEVY SUPER TRUCK 'ENYO'

Year after year, custom car builder, Ringbrothers, tends to bring the most amazing vehicles to SEMA. This year was no different — Ringbrothers brought along its most extreme machine, the Enyo Super Truck, which has had the most time put into it: 10,000 hours. A significant amount of the truck is one-off. It has a unique chassis, developed and built by Ahlman Engineering and Roadster Shop. It has cantilever independent suspension all around, as open-wheel race cars do — well, it does have open wheels with fat tyres. Also similar to a race car are the on-board air jacks. The vehicle also has six-piston Brembo brakes all around.

Powering the truck is a Goodwin 510ci (8.4L) marine racing V8, which makes 1000 horsepower. All that power goes to the back via a 4L80 Corvette transaxle with a torque tube, which should be good for weight distribution. The engine also features custom-built titanium side pipes.

Topping this wild chassis is an equally wild body. It is actually a real steel 1948 Chevy truck cab, but it has been narrowed by four inches and the roof chopped by the same amount. The body has been lengthened, and dropped down low on the chassis. Additional parts, such as the aero bits and headlight surrounds, are all carbon fibre. In the bed of the truck are mechanical parts such as the radiator, air jack system, and, of course, the rear suspension.





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KEVIN HART'S '69 PLYMOUTH ROADRUNNER RESTOMOD

Comedian and actor Kevin Hart apparently has a thing for muscle cars. The latest addition to what is surely quite an extensive garage is a completely customised 1969 Plymouth Roadrunner restomod.

The car is inspired by the *Halloween* movie franchise, and was restored and modified by Salvaggio Design in Wisconsin.

Powering the vehicle is a Chrysler 426 Hemi V8 engine, which can be described as a cross between a Demon and a Hellephant. It's said to produce 701kW, and has a Tremec 6060 six-speed manual transmission, which was strengthened to handle the engine's power.

The car rides on 18-inch front wheels and 20-inch back wheels, designed to resemble steelies with custom hubcaps retaining the '60s look. The body is also designed to keep the car looking as if it's straight out of the '60s, although Salvaggio Design says that only the roof, doors, fenders, and rear quarter panels are original.

The seats are upholstered in custom Italian leather — the leftover leather was used to create a pair of custom Nike sneakers, a belt, and a wallet for Hart. The car was built to be comfortable and reliable, as well as powerful and sinister.

GS
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MUSCLE GARAGE RETURNS

If you're a fan of the cars and action you see in the pages of *NZV8* magazine, then chances are you're also a fan of *Repco Muscle Garage*. The weekly TV show brings you the very best of *NZV8*, including interviews, workshop profiles, the cars, and a look into various sheds around the country. Thanks to sponsors Repco New Zealand, Meguiar's, and Mount Shop Ltd, Season 11 has kicked off on Three on Sunday, as part of the *CRC Motorsport* line-up.

With 10 shows in the series, there's plenty of action to satisfy even the most die-hard of V8 enthusiasts. As always, if you're too busy to catch the action on Sunday afternoons, episodes will be uploaded to The Motorhood soon after they've aired and will be available for you to watch at any time.

Make a note of it, add it to your diary, or set a reminder in your phone — we assure you, you won't be disappointed.

HELLEPHANT ENGINES

Dodge and Mopar have a history of offering some sweet crate engines, and there's no sign of that slowing. Dodge isn't done with V8s, and the brand's ultimate Hellephant engine will have four variants. What once was one wild, supercharged 426 cubic inch (7.0L) V8, will be a quartet of wild supercharged engines.

The main difference will be a choice between an aluminium block, like the Hellephant we all know, and a cast-iron version. The cast-iron model is smaller displacement, at 376 cubic inches (6.2L), but it makes up for that with a smaller 3.02-inch supercharger pulley — 3.17 on the aluminium engine — on the 3.0-litre supercharger, and larger 105mm (versus 92mm) throttle body. While sharing the displacement of the Hellcat engine, the iron Hellephant has a variety of improvements to the valvetrain, connecting rods, bearings, and main bearing caps.

The other difference among the engines is the fuel type each one is set up for. The base engines are tuned for premium pump gas, while the high-output ones are tuned for E85 ethanol. Naming wise, the aluminium engines start with 'A', the cast-iron ones with 'C'. The suffix for each references the fuel, based on the alcohol proof number each will tolerate. The limit for pump gas is E15, so that is 30 proof; E85 is 170 proof. So you have the A30, A170, C30, and C170.

The C30 is the lowest output, at 900 horsepower, and the C170 bumps things up to 1000 horsepower. The A30 starts at 1000 horsepower, and the A170 hits 1100 horsepower.

Full specs and pricing haven't yet been announced, and, as with the HurriCrate engines, the rollout is lengthy. The A170 will be launched first, in the second quarter of next year. The C170 will follow in the third quarter, and the C30 in the fourth quarter. The A30 doesn't come out until the second quarter of 2024. Although pricing isn't out, we do have the old Hellephant for reference; it started at just under $30,000. We're betting the aluminium engines will be similarly priced, and the cast-iron ones will probably be a bit more affordable.

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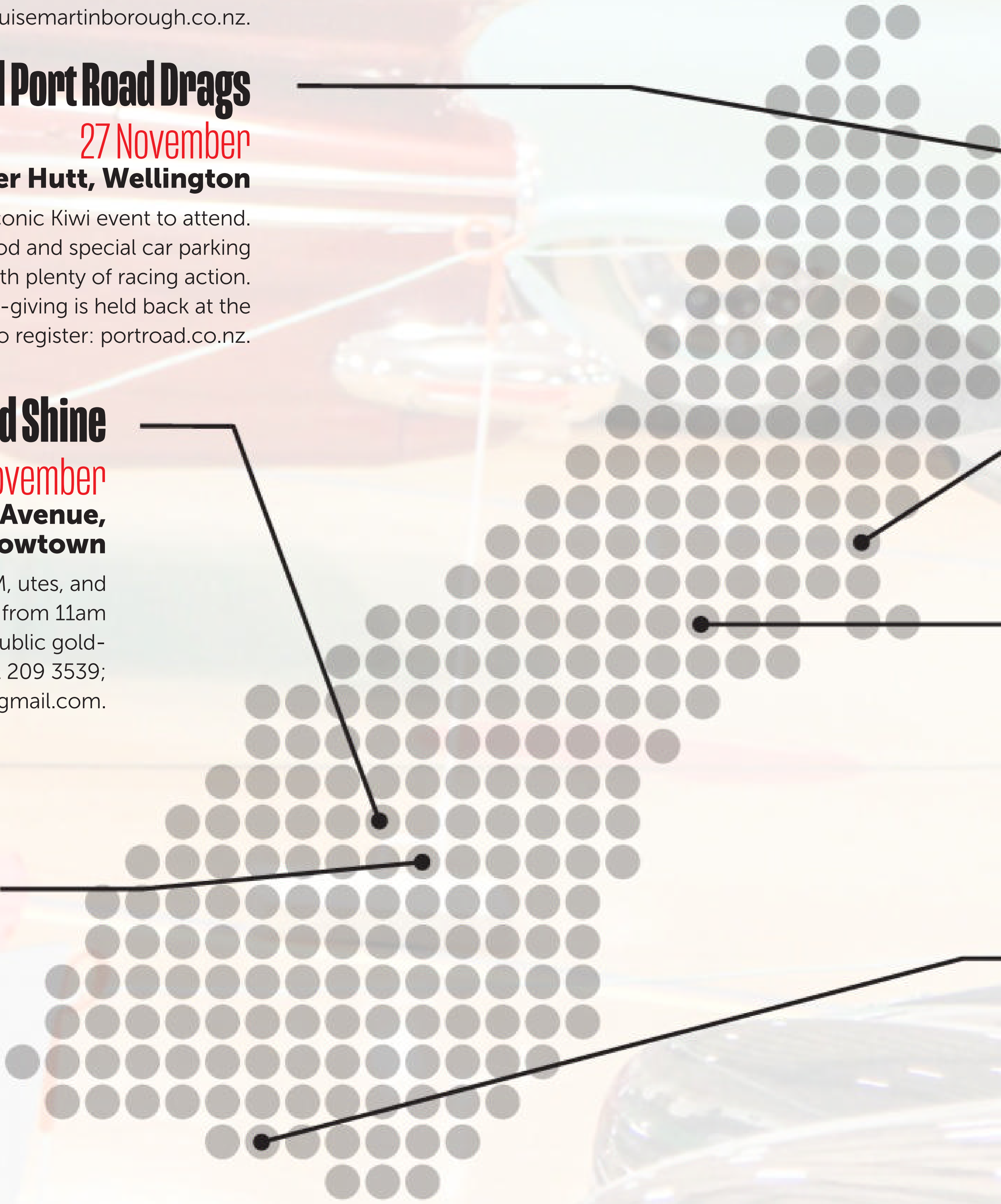
EDITOR'S PICK

Kumeu Classic Car & Hot Rod Festival

20 – 22 January 2023

Kumeu Showgrounds, West Auckland

Kumeu is confirmed for 2023! Trade and swap site bookings can be made online, as can entry for the Vintage Caravan Park. Expressions of interest are also being taken for the prestigious indoor car show shed — give Ken Galvin a call on 09 412 6318 or email desma.g@xtra.co.nz. For more details: kumeuhotrodfestival.co.nz.



Cruise Martinborough

26–29 January 2023

Martinborough

Registrations for Cruise Martinborough are open now, and there are just 100 spots left! The four-day festival is a hot rod, classic, and muscle car event showcasing vehicles from the '70s, '60s, '50s, and prior. It features cruises, shows (Saturday display is back at the Square), drive-in movie, flag drop drags, music, socials, Miss Cruise Martinborough pageant, and more. Saturday-only passes are available on the website. Spectators are welcome. Go to: cruisemartinborough.co.nz.

BurgerFuel Port Road Drags

27 November

Port Road, Lower Hutt, Wellington

New Zealand's longest running street drags and an iconic Kiwi event to attend. Gates open at 8am with racing starting at 9.30am. Hot rod and special car parking is available for early birds. A fun-filled day for the family with plenty of racing action. Adults $20, kids (6–15 years old) $5, with under 5s free. Prize-giving is held back at the Cam County club rooms. For more information and to register: portroad.co.nz.

Arrowtown Show and Shine

26 November

Arrowtown Primary School, Centennial Avenue, Arrowtown

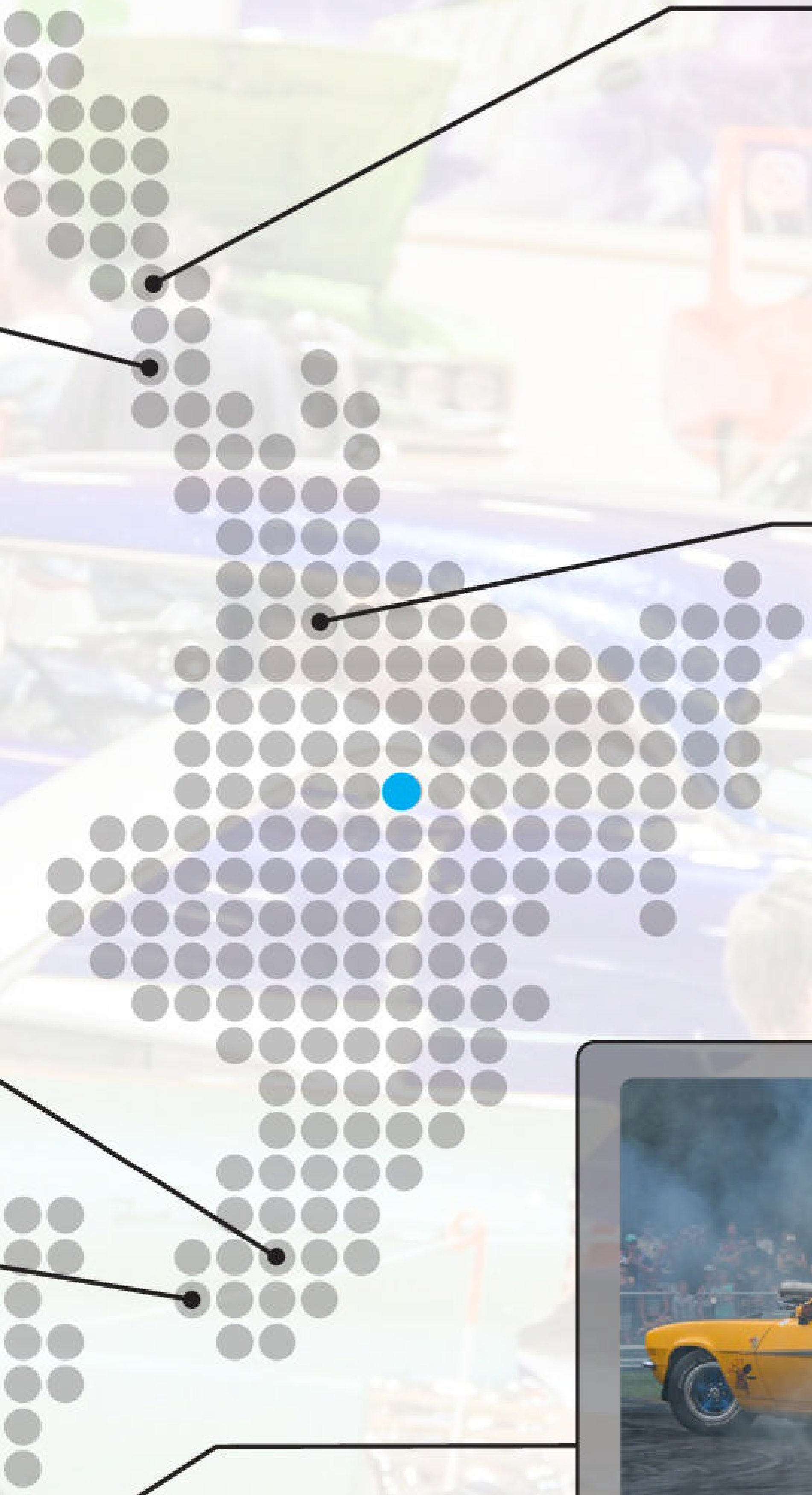
All types of cars are welcome — classic, hot rods, modern, JDM, utes, and bikes. Music, food, prizes, and custom trophies. Gates are open from 11am to 3pm. The $15 entry fee covers car or bike plus driver/rider. Public gold-coin donation goes to Arrowtown school. More info: Dave, 021 209 3539; or email arrowtowncarshow@gmail.com.

Cromwell Classic Car & Hot Rod Festival

21 January 2023

Cromwell Recreation Ground, Alpha Street, Cromwell

The Cromwell Classic Car & Hot Rod Festival is on again and is one of the biggest shows at this end of the country. The show is hosted by Southland Ford Falcon Club and is always a good day out. Either go for a look on Saturday from 11am to 4pm, or head along Friday and join the night cruise, which is a good laugh, as all the locals line the streets to watch plenty of fossil fuels being burnt up. Entry is $5 for public admission, with under 12s free. More info: cromwellcarshownz@gmail.com.



Rodders Beach Festival

27 – 29 January 2023

Orewa Beach Reserve, Auckland

Pre-registration is now open for this epic annual Auckland Anniversary weekend event. The fun starts Friday at 3pm with Food Truck Fridays at Orewa Beach Reserve, then Mothers NZ presents Shot in the Dark, a cruise night like no other. Saturday is a show at Orewa Beach Reserve until 3.30pm, with entertainment, food, and trade stalls. Then it's a cruise to Puhoi Pub, and night-time cruising back in Orewa. Sunday's display on Orewa Boulevard is a parked-up affair, followed by a parade at 2pm. Trophies, top 10, and prizes to be won. For more information and to register: roddersbeachfestival.co.nz.

Rocket Speed Equipment Open Day

10 December

3 Grasslands Place, Hamilton

Nothing says Christmas is getting close like Rocket Speed Equipment's eagerly anticipated annual open day. This is a must-do for anyone who's into hot rods and enjoys hanging out with like-minded people. Pop down between 1pm and 4pm to check out what's going on in the shop, grab some specials from the showroom, and wander around the street, which will be closed off for preferential hot rod parking. For further details: Dan, 07 847 3300.

EDITOR'S PICK

Muscle Car Madness

28 – 29 January 2023

Rangiora A&P Showgrounds, Ashley Street, Rangiora

The South Island's biggest event is back, and needs no introduction. Muscle Car Madness always lives up to its name, with plenty to see and do, including night cruises, a retro rockabilly pageant, burnouts, and much more. Open to all muscle cars, classics, hot rods, rat rods, bikes, trikes, and appropriate trade and vendor stalls, with live rock music all weekend. Camping available from 25 January, with gates open from 6pm for campers. For further details: musclecarmadness.co.nz.

Methven Motor Show

27 November

Methven A&P Showgrounds, Methven

After its postponement last year, the motor show is back for 2022, raising money for Hospice Mid Canterbury and Methven Lions Club. If it's got wheels and it's interesting, then bring it along. Gates open 9am for display cars, 10am for spectators. Spectators $10, with kids under 10 free. Contact: methvenmotorshow@gmail.com.

Southern Grilles & Gasoline Car & Bike Show

3 – 6 February 2023

Invercargill

Hosted by the Southland Chevrolet Club. Friday-night CBD cruise, car and bike show Saturday, with a pin-up and fashion show. Laps of Teretonga Park Raceway and a barbecue Sunday morning (entrants only), then grudge drag racing in the afternoon (entrants only). Public viewing. Further details: 027 209 6515.

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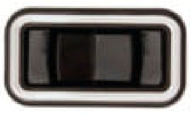

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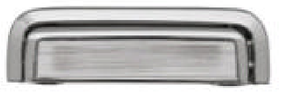

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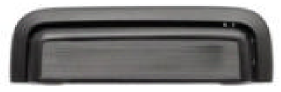

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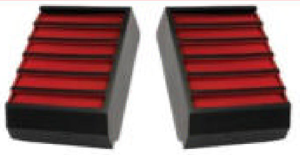

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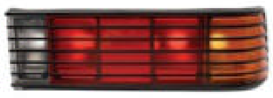

RH Sedan
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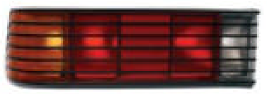

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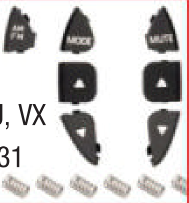

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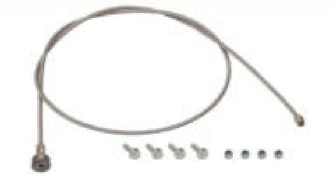

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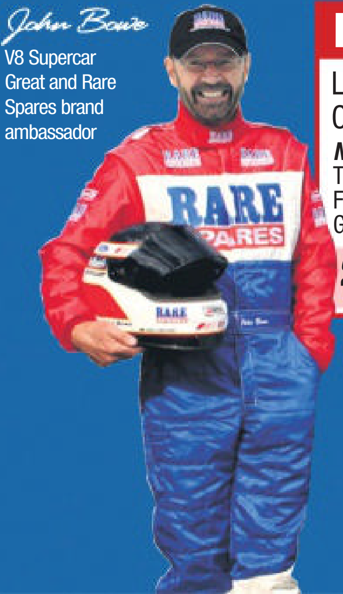

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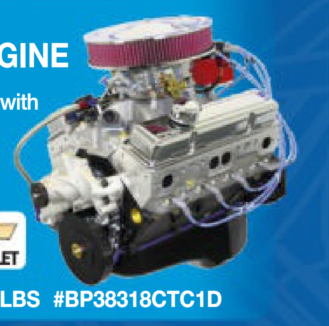

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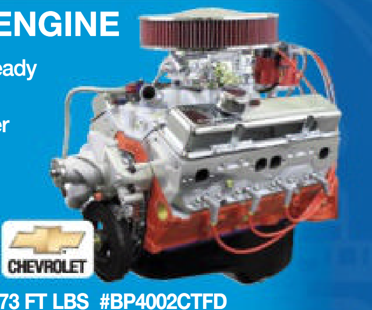

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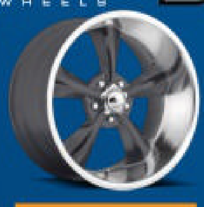
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TRIPL.E.T

THREAT!

BAGGED, BIG BLOCK, AND BAD ASS – WHAT MORE COULD YOU ASK FOR IN A TOUGH CAMARO STREETER?

WORDS: TODD WYLIE **PHOTOS:** GLEN MCNAMARA

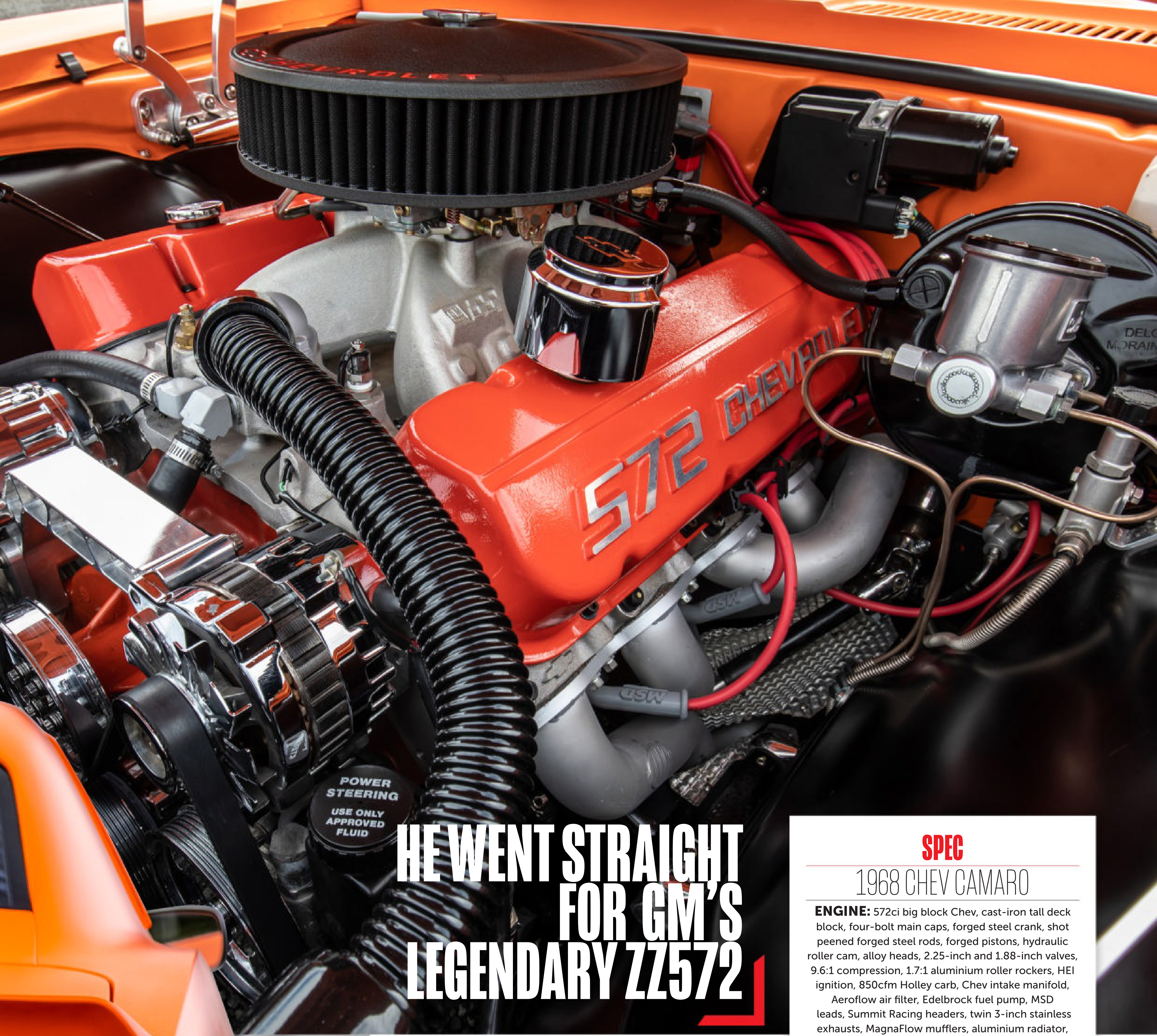
There's a lot to be said for being in the right place at the right time, or — if you're a believer in the powers above — being in the place that destiny has guided you to. South Aucklander Dale Williams is all too aware of the benefits of being Johnny on the spot; if he wasn't, you wouldn't be reading about this badass Camaro, as it wouldn't have come to fruition. As a paintless dent-removal technician for Dent Devils, Dale's on the road all day every day, bouncing between the workshops and private garages where people want dings and imperfections taken out of their pride and joy. We've seen some of the work he's done, and it's amazing what can be achieved with plenty of skill and the right tools. With Dale's reputation as the go-to guy to fix imperfections, big or small, it's no surprise he gets to see some amazing collections.

It was while he was at the man cave of a private collector that the conversation about Dale's own cars came up. Dale's had plenty of interesting machines over the years, ranging from rotary-powered Mazda 323s to a number of race cars, from an *NZV8* Touring Car through to a very clean VK Commodore that once >

graced these pages. At the time of the conversation, the VK had just been sold and Dale was on the hunt for a first-gen Camaro. Moments later, the covers were being pulled off an uncompleted project that was sitting in the corner of the owner's garage.

Despite getting as far as having the car panelled and painted, and dropping a motor in the hole, the owner had decided he was better off sticking to the European vehicles he knew and loved. His desire to build the Camaro had been inspired by a trip to the SEMA show. Having been confronted by so many high-end builds over there, he decided to follow suit — for a while at least. That meant buying up plenty of parts that would take the car from ordinary to extraordinary — parts that Dale is now the proud owner of, having managed to do a deal to purchase it unfinished.

While the Lamborghini Arancio Livrea paintwork, topped by a Matte clear coat, had the car looking mint, it wasn't quite that way when the original owner got his hands on it. The job of replacing almost every



HE WENT STRAIGHT FOR GM'S LEGENDARY ZZ572

piece of sheet metal on the '68 shell was taken care of by Phil Otene, who clearly did a remarkable job. With the thoughts of SEMA still running through his head, that owner asked Phil to take on a number of subtle modifications to the body at the same time. Most American car lovers will be able to tell you the difference between the '67, '68, and '69 Camaros, but this one now breaks some of those boundaries with '69 rear lights being fitted along with '69 side vents and '69 driving lights. While the bodywork was being undertaken, the front bumper was removed, the front and rear windscreens were flush mounted, and a number of Fesler products, such as side markers, were installed. That fresh front end look combined with smoothing at the rear helped to achieve something that's very hard to do these days — make a Camaro that's unique.

The previous owner, who's known for driving Italian exotics, obviously wasn't shy when it came time to spec a power plant for the car. Rather than mess around with any old crate engine, he went straight for GM's legendary ZZ572. Displacing 572 cubic inches but with factory GM reliability, and figures stating 620hp and 645 ft·lb of torque, it's easy to see why the engines have become held in such high regard. >

SPEC

1968 CHEV CAMARO

ENGINE: 572ci big block Chev, cast-iron tall deck block, four-bolt main caps, forged steel crank, shot peened forged steel rods, forged pistons, hydraulic roller cam, alloy heads, 2.25-inch and 1.88-inch valves, 9.6:1 compression, 1.7:1 aluminium roller rockers, HEI ignition, 850cfm Holley carb, Chev intake manifold, Aeroflow air filter, Edelbrock fuel pump, MSD leads, Summit Racing headers, twin 3-inch stainless exhausts, MagnaFlow mufflers, aluminium radiator, twin electric fans

DRIVETRAIN: Tremec TKO6060 6-speed manual gearbox, McLeod Racing twin plate clutch, billet flywheel, Chassisworks FAB9 diff, Strange 9-inch centre, Strange 31-spline axles

SUSPENSION: Chris Alston Street Machine A-arms, rack and pinion steering, dropped spindles, VariShock air struts, Chassisworks 4-link, Chassisworks sway bars, Air Lift Performance controller, compressor, and tank

BRAKES: Wilwood booster, Wilwood master cylinder, Wilwood 4-piston callipers, 320mm rotors, Endless pads, Wilwood internal handbrake, electric handbrake actuator

WHEELS/TYRES: 18x8.5-inch and 19x12-inch Simmons 3-piece wheels, 235/40R18 Nitto front tyres, 315/30R19 Toyo semi-slick rear tyres

EXTERIOR: Fesler flush-mount glass, mini tubbed rear, Fesler door handles, Fesler mirrors, Fesler wipers, Fesler side markers, smoothed rear end, '69 LED tail lights, '69 driving lights, '69 side vents, PPG Lamborghini orange paint, Matte clear coat

CHASSIS: Chris Alston Chassisworks front clip, Chassisworks chassis rail stiffener

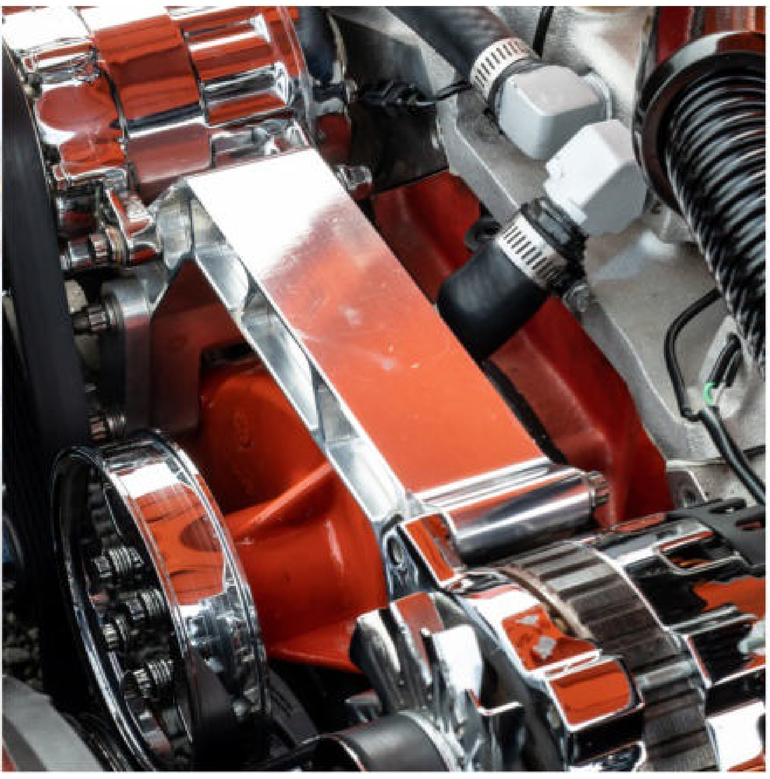
INTERIOR: Full custom retrim, '69 seats, Fesler tilt column, Fesler steering wheel, Hurst shifter, custom Auto Meter gauges, custom dash, custom centre console, custom door trims, Vintage Air air conditioning, electric windows, heated and cooled seats, Pioneer audio

PERFORMANCE: 620hp at the flywheel, 645 ft·lb

THE OLD SAYING 'YOU GET WHAT YOU PAY FOR'

While the car is now essentially what Dale would have built if he'd started the build from scratch himself, he's made plenty of changes to it to get it looking right. One of those was to get rid of the 22-inch wheels the car was rolling on when purchased. To fill the gap, he put in an order with the good folk from Heads Racing Supplies for a custom set of three-piece Simmons. With it being three-piece, he could spec the offset to suit his plan of slamming the car on the ground — something that he knew was necessary from the time he first laid eyes on it. That stance wasn't going to happen without a fair bit of work, but, thanks to help from a mate, Scott Webb, stitching in a set of mini tubs was made simple. Those tubs would allow for the 19x12-inch wheels, wrapped in 315/30R19 Toyo semi-slick tyres, to tuck way up under the rear guards.

That extra real estate was certainly needed, as Dale's next move was to fit VariShock air struts that would work in conjunction with a previously fitted Chassisworks four-link set-up. Chassisworks isn't a brand you see a lot of here, largely due to the cost, but the old saying 'You get what you pay for' is true, and the previous owner had gone all out in a quest for the best. His purchase included not just the items above but a full replacement front clip complete with rack and pinion steering, coilovers (now removed), and adjustable sway bars. While the coilovers have been replaced with VariShock air struts, the Chassisworks tubular A-arms have been retained and now work in conjunction with dropped spindles to get the front end low enough for the headers to sit on the floor. Controlling the airbag system is an Air Lift Performance controller that works



RS

CHASSISWORKS
FAB9

DRIVER

DALE WILLIAMS

AGE: 42

OCCUPATION: Paintless dent-removal technician

PREVIOUSLY OWNED CARS: RX3, RX323, '63 Impala, '66 Impala, VK Commodore

DREAM CAR: This

WHY THE CAMARO? I've always wanted one

BUILD TIME: Approx eight years

LENGTH OF OWNERSHIP: 1.5 years

DALE THANKS: My family, Andrew and Phil, Luke Cosford at LC Auto Refinish, Dent Devils East Auckland, Scott Webb, Rodney and Karen at Heads Racing Supplies, Autostance, Southern Upholstery, Iain Wilson

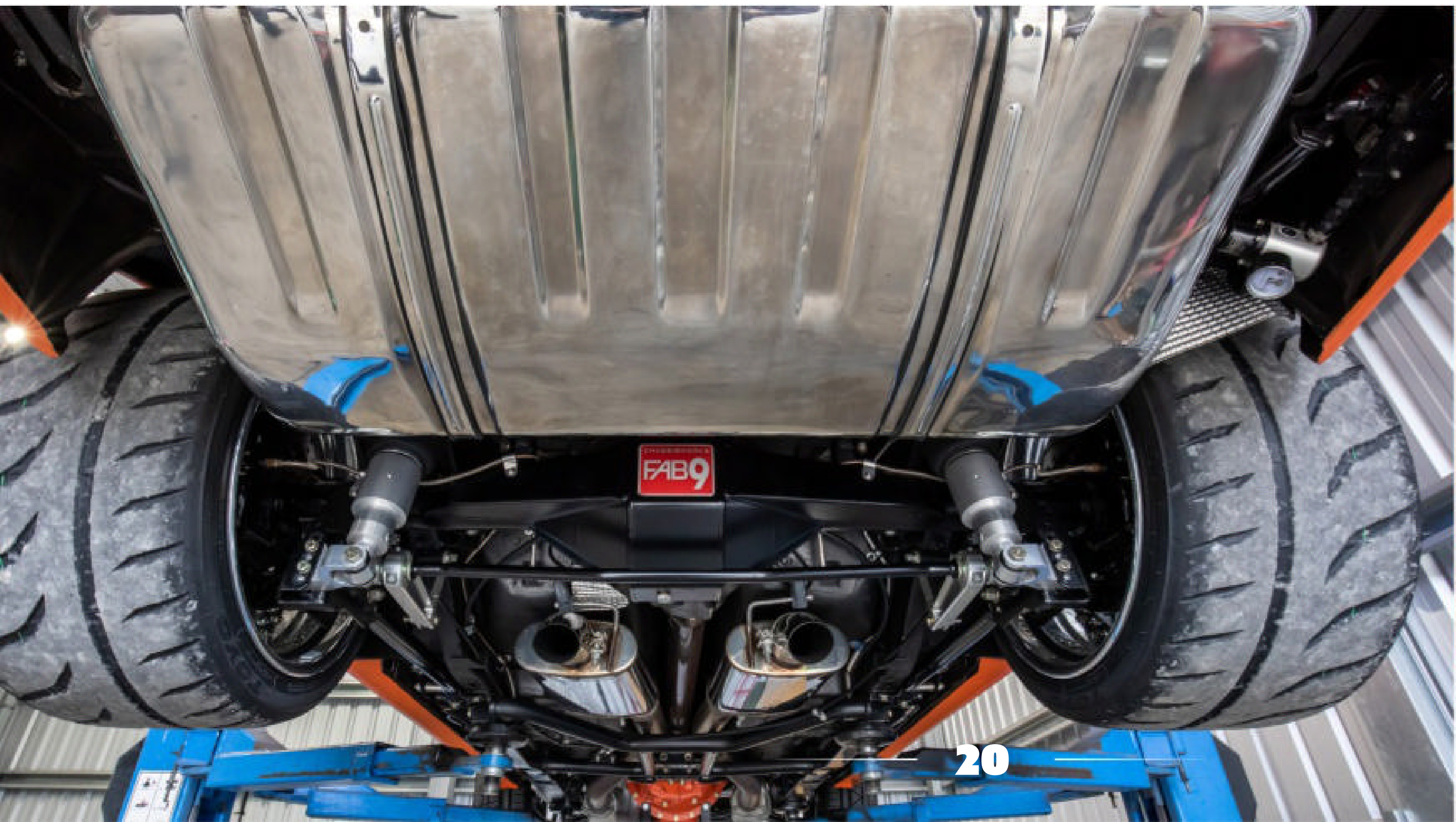
with an Air Lift Performance compressor and tank system tucked away in the boot.

Although the 18x8.5-inch front wheels fitted straight on, Dale knew a vital piece of work was still required on the rear end — the Chassisworks FAB9 diff needed a few inches sliced off both ends. Like all other parts on the car, it was originally ordered as part of the quest to build the best Camaro possible, so it is filled with a Strange centre and Strange 31-spline axles all wrapped in a strong-backed housing.

The braking system is equally top notch, consisting of Wilwood four-pot callipers on both ends along with 320mm rotors and an electronically operated park brake. While the lack of factory park brake isn't obvious in the interior, the manual gear shifter and custom dash sure are. That shifter is fitted to a Tremec six-speed box that relies upon a McLeod Racing twin plate clutch and billet flywheel to allow for easy shifting.

Starting with an empty interior, Dale worked through plenty of ideas with Southern Upholstery to come up with the custom look that has been created. The front seats are '69 Camaro items — not that you'd know it now thanks to the amount of reshaping that was undertaken before they were expertly covered in new hides. The same diamond-stitched treatment has been added to both the custom rear buckets, door trims, and rear side panels. In fact, the only items breaking up the dark upholstery are the billet electric window switches, and the custom-coloured set of Auto Meter gauges that keep a check on the 572.

All up, it took Dale around 18 months from time of purchase to get the car on the road with all his custom touches added. That's likely a far shorter time than if he'd started the build from scratch, and likely also a better overall outcome, thanks to some of the high-end parts and work that went into it before he got his hands on it. Despite having his good mate, Luke Cosford from LC Auto Refinish, sort out a few touch-ups along the way, Dale says the paint colour is the only thing he'd do differently. However, looking at it now — on the road or parked up sitting on the deck — we'd say there are few colours that would work better than the Lambo orange it's currently coated in. Only time will tell if Dale gets his way, strips it all down, and paints it; until then, he's happily on the road behind the wheel of a big block, bagged, and manual Camaro — a car that came about through being at the right place at the right time; the type of situation many of us can only dream of finding ourselves in. V8



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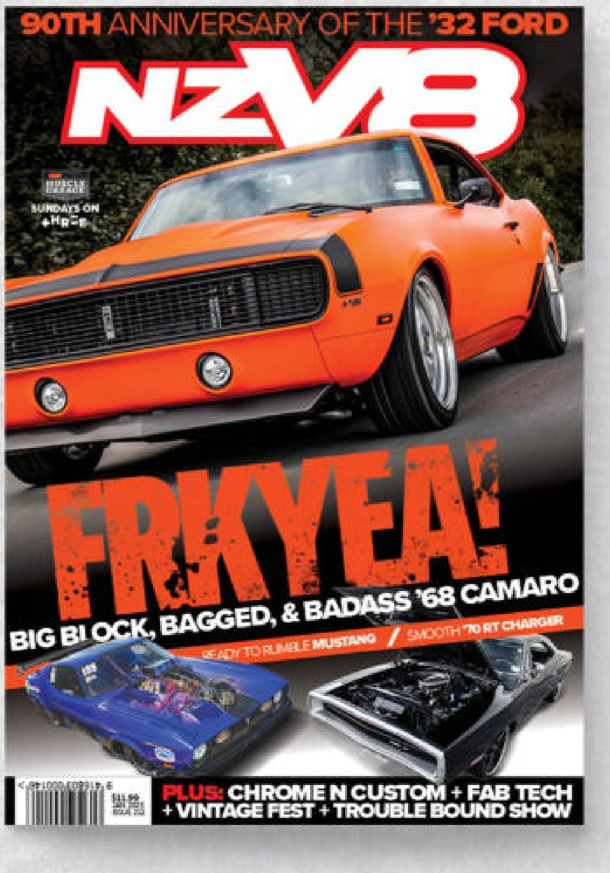
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TRIPLE THREAT!
SPEC
1968 CHEV CAMARO

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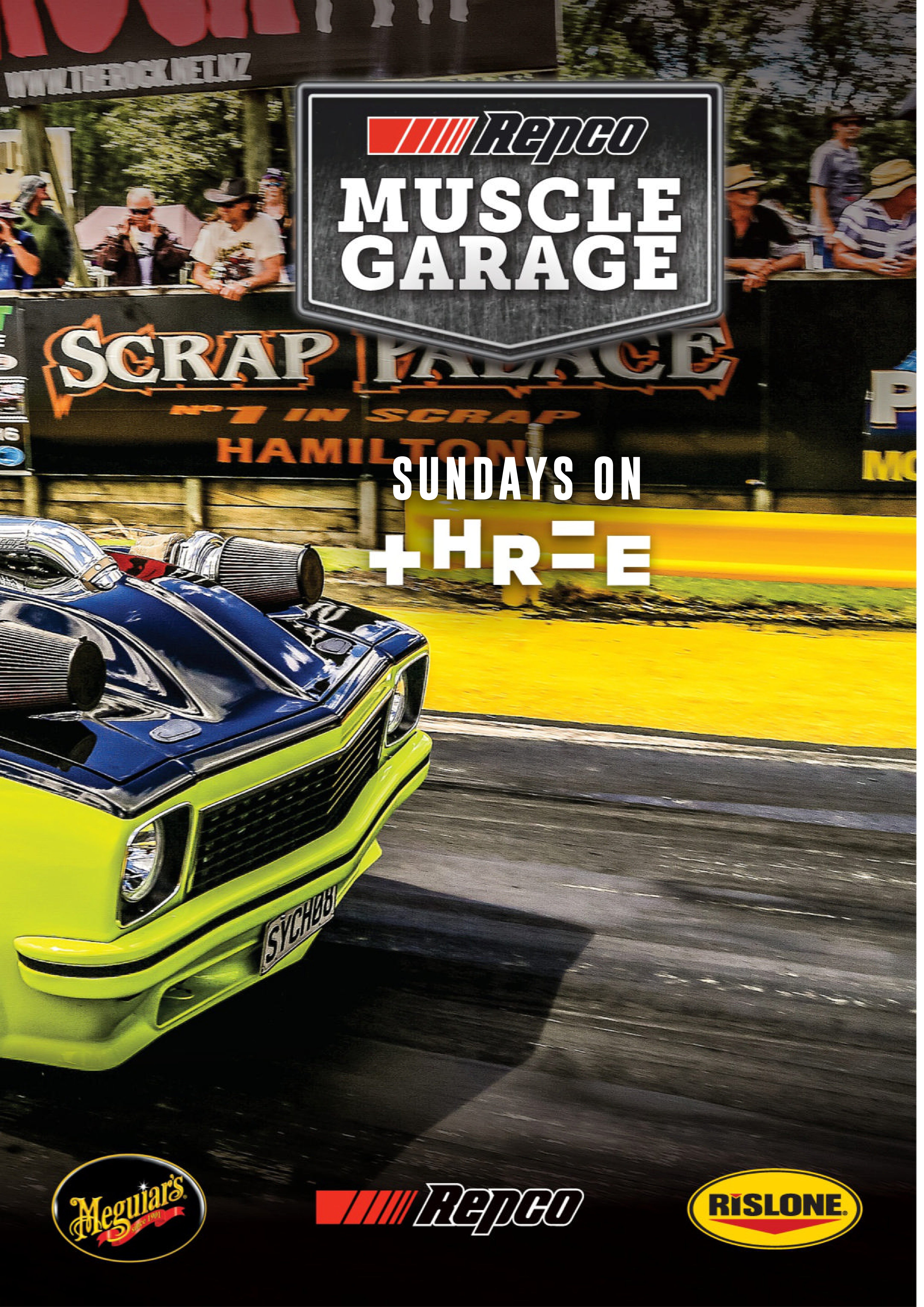
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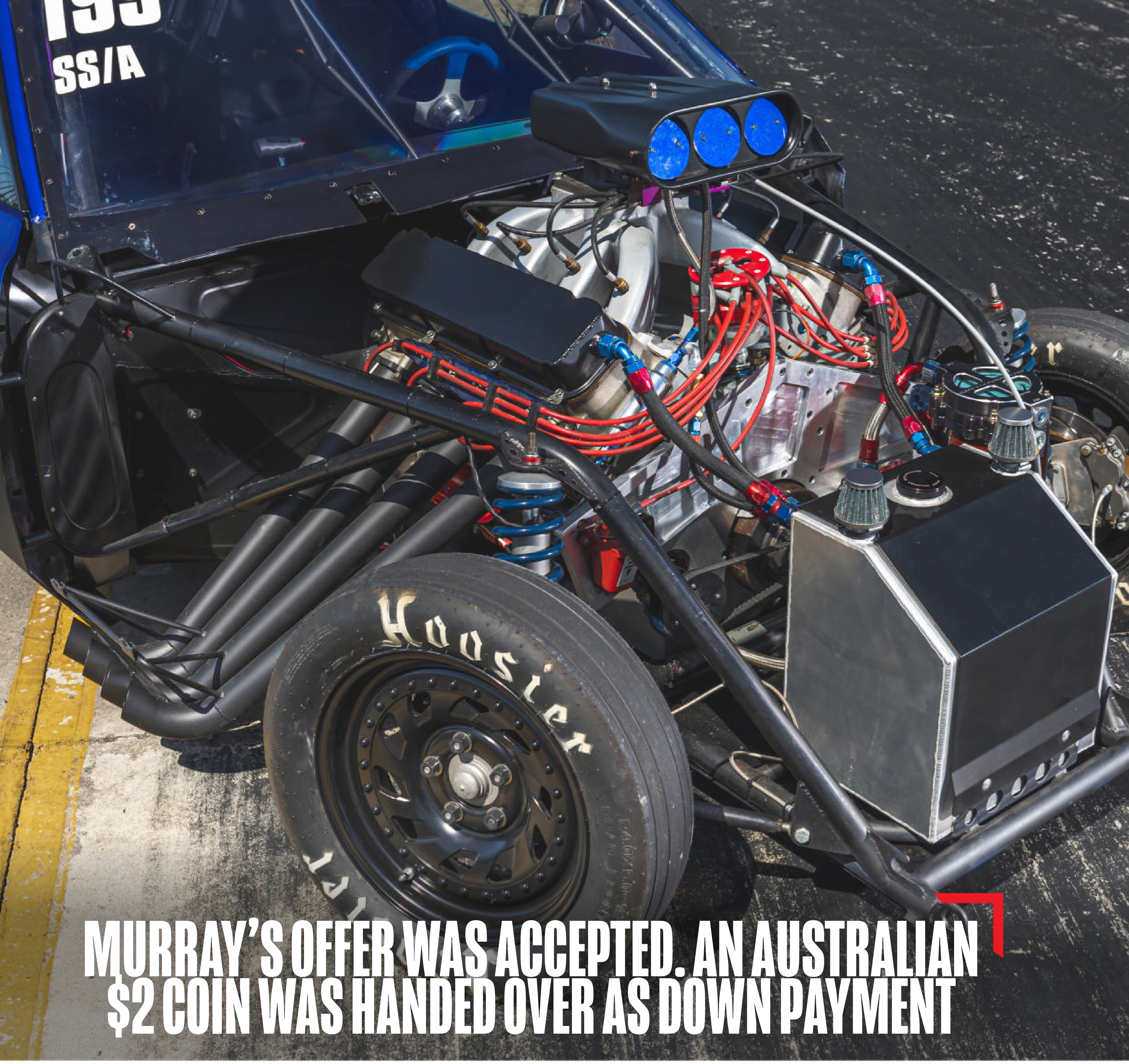
THIS CAR WAS NEVER INTENDED FOR NATHAN HARTLEY TO DRIVE, BUT THANKS TO HIS DAD'S PROCRASTINATION AND CAR-BUYING HABITS, HE'S BEHIND THE WHEEL!

WORDS: SHANE WISHNOWSKY **PHOTOS:** RIXSTA SAMMONS

It all started a fair few years ago when 'Mustang Murray' Hartley wanted to go racing. He located a complete 1971 Mustang in the United States.

Son Nathan comments, "The Mustang looked like Joe Dirt's car; it had different-coloured panels all over it" — but Murray was happy with his purchase and was counting the days until it would land so he could finally go racing.

Before it landed, a chance meeting at Masterton Motorplex with a chap named Cedric Price would change Murray's plans dramatically. Cedric mentioned to Murray that he had a suitable donor car sitting in a paddock in Matamata. The '71 Mach 1 Mustang was rusty but, according to old Cedric, "would make a good drag car". Murray's eyes lit up and he bought it unseen for $2000. A road trip north was undertaken the very next weekend, and Murray dragged his latest purchase home. He now had two '71 Mustangs to play with. >

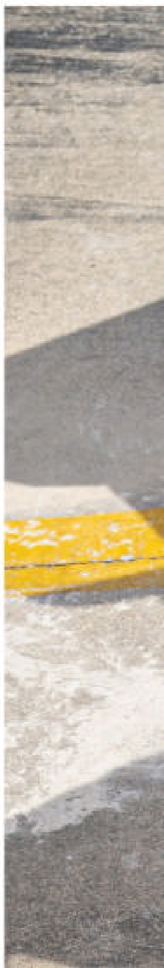


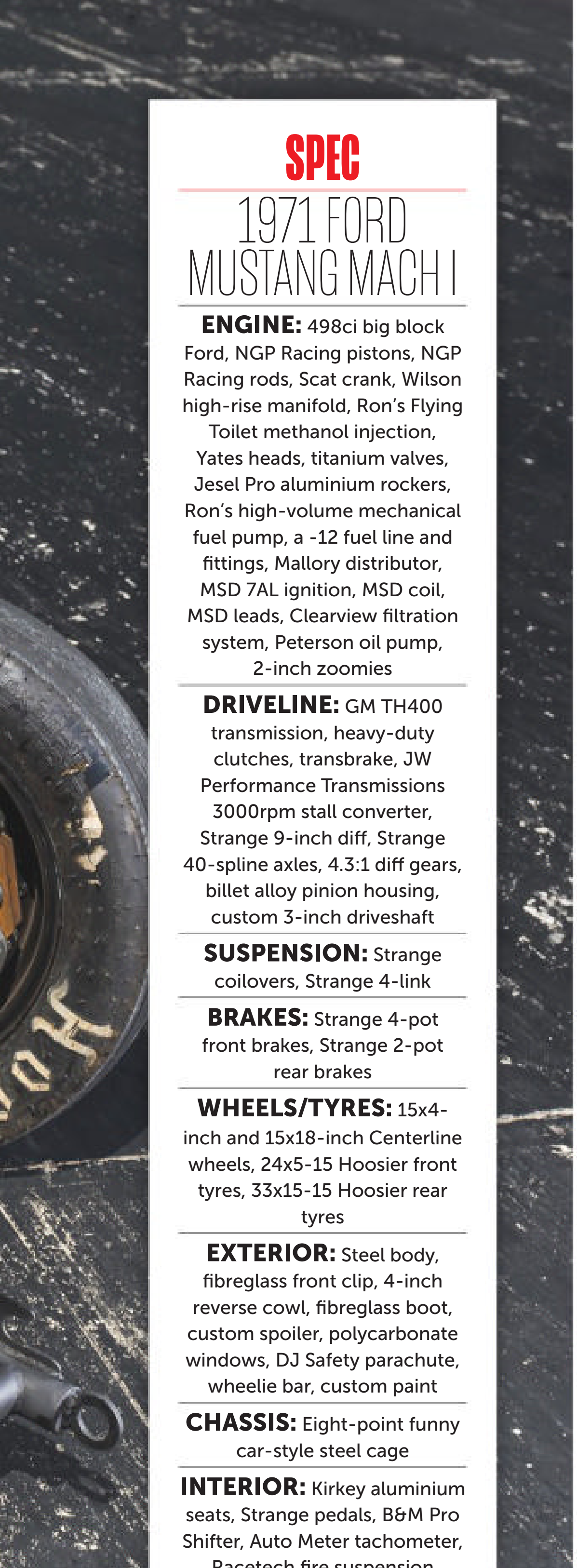
MURRAY'S OFFER WAS ACCEPTED. AN AUSTRALIAN $2 COIN WAS HANDED OVER AS DOWN PAYMENT

The American purchase was quickly onsold to a guy down south shortly after it arrived so that the new build could commence with the Matamata-sourced shell. The rusty Mach 1 was trailered to Rod Benjes and John Dillon at DB Race Cars in Upper Hutt, where it would be transformed. The floor was quickly chopped out in preparation for the body to be draped over a bespoke chassis with an eight-point funny car-style steel cage. The plan at that stage was to run a 351ci Cleveland so the chassis was set up accordingly, with mounts and fastenings glued in to suit.

When 2018 rolled around, the build had stalled. It was sitting at DB Race Cars, three-quarters finished, and Murray had itchy feet. So what did he do? He bought a car out of Aussie — so now he had a race-ready yellow '71 Mustang and a not quite finished '71 Mustang to play with — see the pattern forming here?

The unfinished project was brought home and mothballed while Murray started racing the Aussie-sourced yellow car. Nathan wasn't exactly sitting around doing nothing, though; he was successfully campaigning the Hartley Racing junior funny car — yup, you read that





SPEC

1971 FORD MUSTANG MACH I

ENGINE: 498ci big block Ford, NGP Racing pistons, NGP Racing rods, Scat crank, Wilson high-rise manifold, Ron's Flying Toilet methanol injection, Yates heads, titanium valves, Jesel Pro aluminium rockers, Ron's high-volume mechanical fuel pump, a -12 fuel line and fittings, Mallory distributor, MSD 7AL ignition, MSD coil, MSD leads, Clearview filtration system, Peterson oil pump, 2-inch zoomies

DRIVELINE: GM TH400 transmission, heavy-duty clutches, transbrake, JW Performance Transmissions 3000rpm stall converter, Strange 9-inch diff, Strange 40-spline axles, 4.3:1 diff gears, billet alloy pinion housing, custom 3-inch driveshaft

SUSPENSION: Strange coilovers, Strange 4-link

BRAKES: Strange 4-pot front brakes, Strange 2-pot rear brakes

WHEELS/TYRES: 15x4-inch and 15x18-inch Centerline wheels, 24x5-15 Hoosier front tyres, 33x15-15 Hoosier rear tyres

EXTERIOR: Steel body, fibreglass front clip, 4-inch reverse cowl, fibreglass boot, custom spoiler, polycarbonate windows, DJ Safety parachute, wheelie bar, custom paint

CHASSIS: Eight-point funny car-style steel cage

INTERIOR: Kirkey aluminium seats, Strange pedals, B&M Pro Shifter, Auto Meter tachometer, Racetech fire suspension system

PERFORMANCE: Approximately 1000hp

right: junior funny car, the first of its kind in the country. Nathan won the Junior Dragster class three seasons running, but, with growth spurts and class regulations limiting any further progress, the car was moved on. Tim Hart was offering good money so the choice to sell and fund Nathan into a new car to run in the hugely popular Super Sedan class was a no-brainer.

Like many Kiwis wanting to escape the cold winter and embark on an overseas holiday, Murray and co. found themselves at the Winternats in Aussie. Fellow Kiwis Ron Olsen and Rosie Houndog were also in attendance. Murray knew the pair had a 1982 Fox-body Mustang race car he wanted, so they all got talking. Murray threw a low-ball offer at Ron, which was turned down on the spot. The following day, after Ron had a rethink — he says he was told to sell the bloody thing, probably by Rosie — Murray's offer was accepted. An Australian $2 coin was handed over as a down payment — Ron has it in his wallet to this day — and the car found its way home to the Hartley stable.

Nathan ran only one season in the Fox-body before he lunched the engine, but he still managed to claim third in the national series for the season, which given the competitiveness of the class, was no mean feat. >

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When the motor was torn down, the failure was traced to the rod bolts. You'd think that would be a relatively easy fix; however, it was found to be one of the three engines from the Segedin powerboats way back in the day. It was engine number three and it was more than 26 years old, so the correct rod bolts were no longer available. With this news, the only option was to rebuild it completely, but with a three-quarters finished '71 Mach 1 sitting in the shed doing nothing, there was no way it was going back into the Fox-body.

The 498ci big block Ford is now stuffed with more modern bullet-proof bits than ever, such as NGP Racing pistons, matching rods, and a Scat crank. Up top, Yates heads are filled with titanium valves, which are opened and closed by Jesel Pro aluminium rockers. Nestled in between is a Wilson high-rise manifold. Feeding methanol to the engine is a piece of hardware with one of the coolest brand names for fuel delivery: a Ron's Flying Toilet single throttle body. All up, the combo makes an estimated 1000hp, of which some is emitted

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Auto Meter
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DRIVER

NATHAN HARTLEY

AGE: 22

OCCUPATION: Vinyl layer

PREVIOUSLY OWNED CARS: '82 Fox-body Mustang, Junior funny car

DREAM CAR: This one

WHY THE MUSTANG? Had to finish what Dad started

BUILD TIME: 12 years

LENGTH OF OWNERSHIP: 12 years

NATHAN THANKS: Mum and Dad and my family for the continued support (Marie, Murray, Jordan, Jamie); Gary Cawthra for all the help in the last push to get it ready for the season; Ricci Smith at Robin Smith Spray Painting for the paint job; Bert King for all the powder-coating work; Rodney Benjes and John Dillon at DB Race Cars; Paul Davison at Upper Hutt Glass; Aaron Thompson for making the spoiler; Zac at Carboglass

as glorious sound through a set of two-inch zoomies.

By the time the '71 was fired up, the decision had already been made to relieve the Fox-body of its racing duties, so it was "sent down south", where the team believes it is now sitting in a paddock rotting away — ironic, given the origins of the car that's replacing it.

With everyone enduring a 24-month gap from anything involving fun, due to Covid, the Hartleys gathered parts and funds to finish the build. With everything on hand, the race was on to get Nathan out making smoke and noise in it as soon as possible.

To get the car moving, Terry Paterson built a TH400 stuffed with heavy-duty clutches, a trans brake, and a JW Performance Transmissions 3000rpm stall converter. A custom three-inch driveshaft joins it to a Strange Engineering nine-inch diff with a 4.3:1 ratio and a billet aluminium pinion housing matched with 40-spline Strange Engineering axles. The Strange Engineering catalogue was also raided for coilover front suspension, four link rear suspension, and disc brakes to suit both ends. Fitted over the top of those brakes are 15x4-inch skinnies and 15x18-inch wide wheels wrapped in steam roller sized 33-inch tall Hoosier rubber.

During the build, it was decided to keep as much of the original sheet metal as possible, aside from a fibreglass front clip, the glass hood off Murray's yellow >

THE RACE WAS ON TO GET NATHAN OUT MAKING SMOKE AND NOISE IN IT AS SOON AS POSSIBLE

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THIS COMING SEASON WILL SEE NATHAN HIT THE STRIP IN THE MUSTANG FOR THE FIRST TIME

car, and fibreglass over Corflute trunk lid. The rest is all genuine 1971 Mach 1 Mustang steel, now coated in a custom 'Hartley Blue' by Ricci Smith at Robin Smith Spray Painting. Finishing off the exterior is a DJ Safety single parachute and wheelie bar to keep things under control.

As you can imagine, they didn't skimp on the interior, with an eight-point funny car-style steel cage keeping Nathan safe while the aluminium Kirkey seat makes sure he stays firmly where he should be. There's even a matching seat bolted into the other side of the snug cockpit, in case anyone is brave enough to go for a hoon! After witnessing the horrifying fiery crash this year at the Winternationals, the team decided to go all out and install a Racetech fire suppression system for protection should anything go pear-shaped on the strip.

In the past 12 months there has arguably been more work done on the Mustang than there was in the past 12 years. Part of that is thanks to good friend and fellow Ford racer, Gary Cawthra, who has been instrumental in dealing with a lot of the small but necessary fiddly stuff. That 12-year build period has worked in Nathan's favour, as the car was never initially intended for him. Of course, it helped that Murray bought the yellow car along the way.

This coming season will see Nathan hit the strip in the Mustang for the first time, and you can guarantee he's itching to get out there and see what numbers he can run. If it's not quick enough, Murray had better watch out, as Nathan would be looking to step up into the yellow car! V8

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Punching ABOVE ITS WEIGHT

THE TARARUA RODDERS CHROME N CUSTOM AUTO FESTIVAL ONLY ROLLS ROUND ONCE EVERY COUPLE OF YEARS, BUT IT'S WELL WORTH THE WAIT!

WORDS AND PHOTOS: TURNKEY INDUSTRIES

We're sure that you're sick of hearing it, as much as we are sick of saying it, but Covid really messed with event planning in the past few years. Tararua Rodders was one of many clubs affected when its biannual Chrome N Custom Auto Festival scheduled to run in 2021 was forced to be cancelled. That left three long years between the 2019 event and this year's 2022 one. There was a plus side though, as 2022 is also the year that the club celebrates its 50th anniversary.

Founded in 1972 by a small group of hot rodders, some of who are still members today, the club has gone from strength to strength. Currently, there's somewhere around 60 members, predominantly based in and around Levin. >

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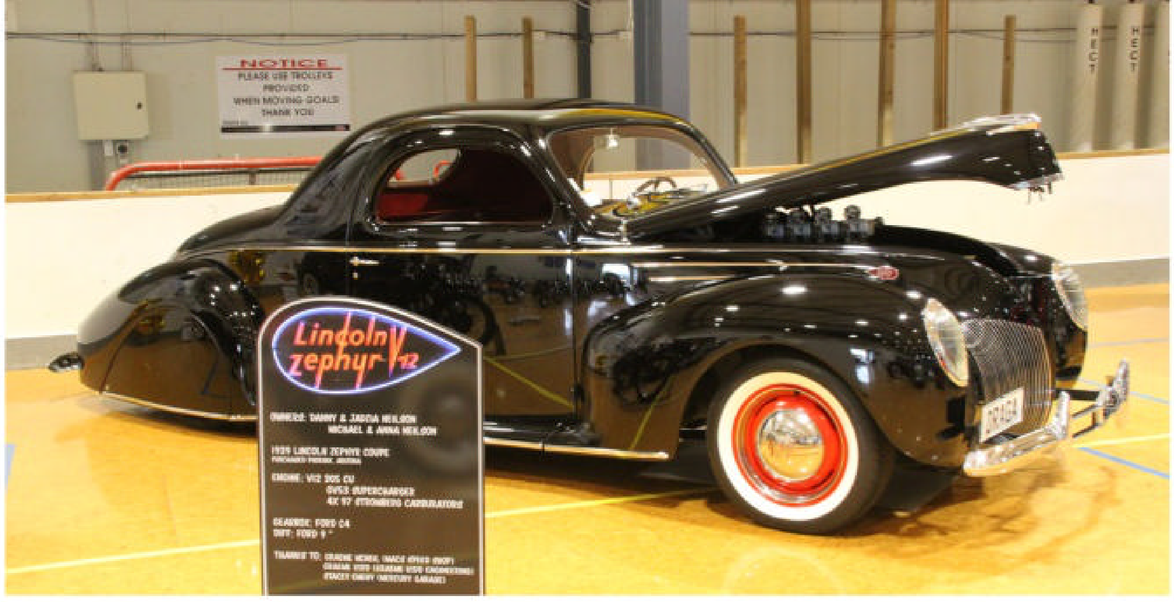
LEVIN - NEW ZEALAND
SLR 5000
SL/R 5000

LO GOIN
AND CRUZIN
Ford Fairlane Mild Custom

POWER PARTY AT CHROME CHCH
NZV8
'57 FAIRLANE
BUILT TO CRUISE
MURPH TALKS
MID ENGINE
TROPHY HAULING TIPS • WIDEBODY STANG • SLICK C10

We featured Martin Phillips' 1957 Ford Fairlane Victoria back in Issue No. 196. Since then, he's continued to clock up the miles on it, but the car looks as fresh as the day it debuted. He's already deep into the build of his next car too!

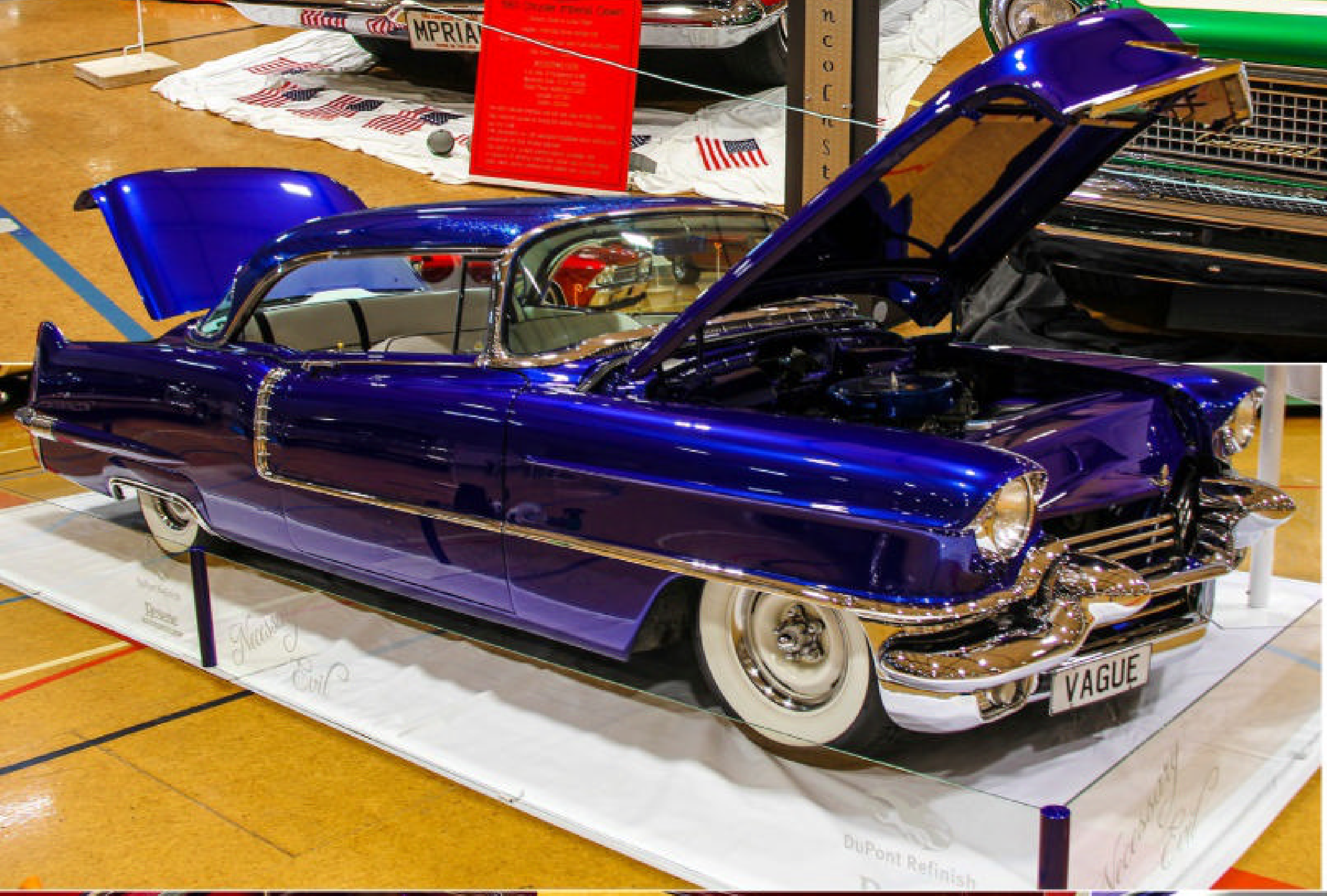


If you asked other entrants which car they would most like to take home, there's a very good chance the response would be Danny and Jadzia Neilson's 1939 Lincoln Zephyr. The big coupe is packed with a 305ci V12 topped with a GV53 supercharger and four Stromberg carbs

The club has been running the Chrome N Custom Auto Festival since around 2010, when it began at the local adventure park. From there, it moved to its current location at the Levin Showgrounds, which boasts not just a large indoor area but also plenty of outdoor space divided into a few distinct zones.

The main area that spectators walk into is the sealed area out the front of the main hall. This year, as with most other years, they were greeted with a number of local drag cars on display. Of course, when there's dragsters sitting outside a show, you know there will most likely be fire-ups too, and the crowd certainly weren't disappointed with what they saw and heard fire into life.

Among those on display was 'The Phoenix'. Freshly restored, the car's flip top was open to expose the nitro-consuming blown Hemi that lay beneath. Nearby and also getting plenty of attention was Pete and Delilah Schmanski's AA Fuel coupe that runs a similar motor package in an even more ridiculously short wheelbase. >



Above: Part of the appeal of the event is that there's different cars on display every year. This year, that included a large contingent of Bay Rodders' cars that made the long trip down from Tauranga. Sadly, one car didn't make it due to mechanical issues along the way, but those that did certainly impressed

Left: Kym and Todd Wylie's Cadillac has been on the road looking like this for more than 10 years now, but, thanks to a few paint touch-ups and a buff in 2021 at the hands of Spray Factory, many people commented that they thought it was a new build

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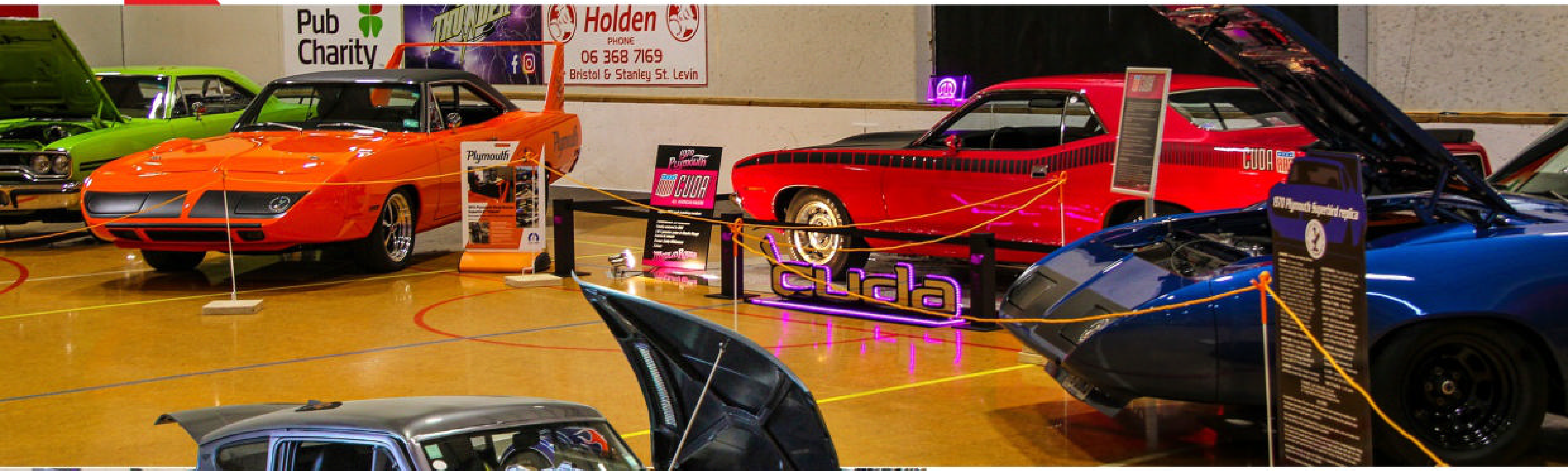
> THE EVENT IS PUNCHING WELL ABOVE ITS WEIGHT

Moving on from here, spectators had two options — head straight ahead to the main show hall, or hang a right to the smaller but no less impressive secondary hall. The glitz of the big hall seemed to be the preferred option for most, as what lay within would rival the quality of any show in recent years. In fact, we'd say that the event is punching well above its weight in terms of getting high-end builds on display. After all, little old Levin hardly has the population of Auckland. However, the show did have a few cars from Auckland that had made the trip down, including Andrew Sinclair's always-impressive Hemi-powered Superbird replica and Matt Jukic's 2016 Camaro, completed just the night before.

The event organisers do such a great job of bringing in cars that haven't been seen in the area before that when they put the call out to Bay Rodders, they were met with a number of "Hell yeah, we'd love to be there" responses. Among the Bay Rodders' cars were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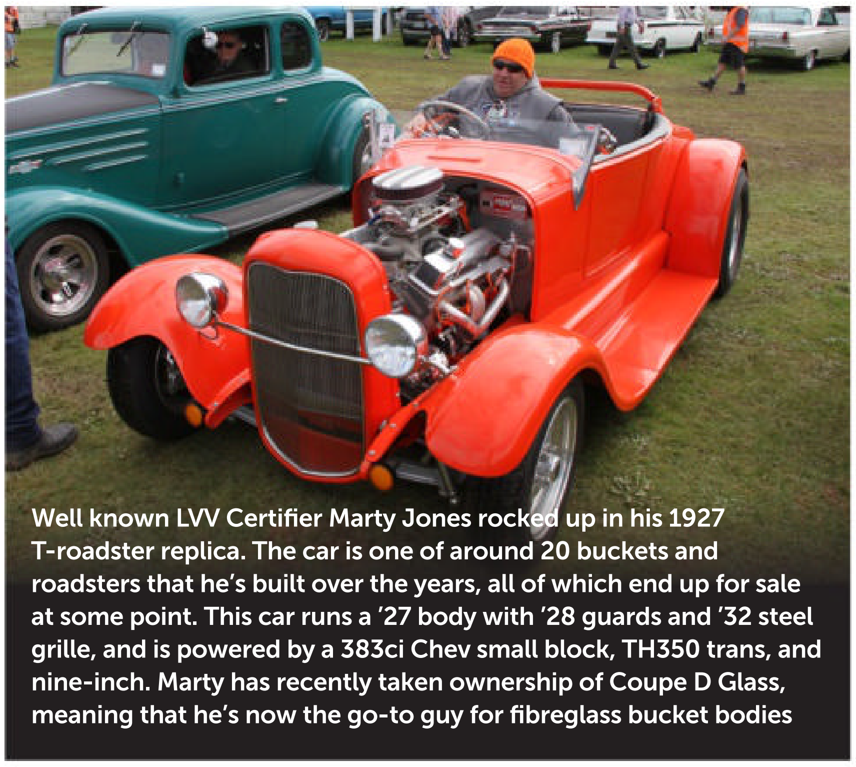
Plymouth
CUDA
cuda
1970 Plymouth Superbird replica

Above: Chrysler certainly wasn't afraid to make cars that stood out from the crowd back in the 1970s, as Cathy Willemsen's 1970 AAR Cuda shows. As if the car didn't stand out enough on its own, she and partner Raz put plenty of effort into the car's display, which deservedly saw them take home the Best Display award



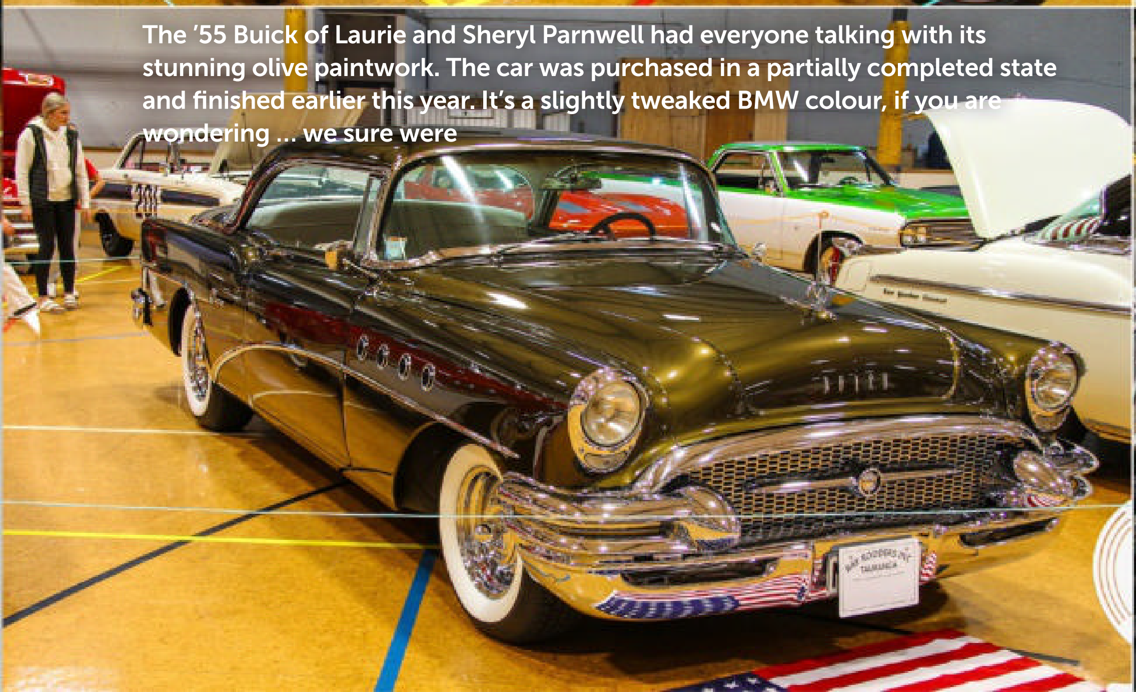
Well known LVV Certifier Marty Jones rocked up in his 1927 T-roadster replica. The car is one of around 20 buckets and roadsters that he's built over the years, all of which end up for sale at some point. This car runs a '27 body with '28 guards and '32 steel grille, and is powered by a 383ci Chev small block, TH350 trans, and nine-inch. Marty has recently taken ownership of Coupe D Glass, meaning that he's now the go-to guy for fibreglass bucket bodies

Pub Charity
The Red Rocker
WOODY

Lisa Sawyer's Beach Hop–winning Model A coupe, and Neil McNickle's equally as impressive '59 Lincoln, known as 'Lincolnstein'. These were the first two cars you saw when you entered, and the quality continued to draw punters in from there.

Despite the Tararua Rodders' club members having plenty of impressive cars of their own, they try to limit the self promotion and instead allow hand-picked cars to make up the numbers. While they know they could cram more cars in if they wanted to, they purposely give those that are on display plenty of breathing space. It's a formula that works well, as you get to really have a good look around the vehicles, rather than just glance at a corner of them.

Those on display were also broken into distinct sections or rows. There was a row of hot rods, a row of '50s cruisers, a corner of extremely rare muscle cars, and a back wall of ultra-desirable Mopars. >



The '55 Buick of Laurie and Sheryl Parnwell had everyone talking with its stunning olive paintwork. The car was purchased in a partially completed state and finished earlier this year. It's a slightly tweaked BMW colour, if you are wondering … we sure were

889 C3 A/MD
Ford 427 SOHC

1 for 2's
V8 JB

The car wasn't familiar when it rolled into the hall, but the number plate certainly was. Matt Jukic has had the 'EATU4T' plates on a few different *NZV8* feature cars over the years before this just-completed 2016 Camaro build. For this one, he's gone away from his supercharger roots and fitted a pair of turbos. Although still on run-in tune, Matt had to admit that he can now see the appeal of turbo boost

If you look up 'flawless' in the dictionary, you'll find a picture of Mike and Anna Neilson's '32 Ford three-window. Built at Rods by Reid on a stretched chassis, the car would easily hold its own at a show anywhere in the world. If you ever get a chance to check it out in person, we highly recommend it, as it's hands down one of the best builds the country has ever seen

THE JUDGES WERE CERTAINLY GOING TO HAVE THEIR WORK CUT OUT FOR THEM

The hot rod line-up was a feast for the eyes, with a wide variety of cars despite the relatively similar years of manufacture. It was always going to be hard to go past Mike and Anna Neilson's champagne-coloured '32. The car exuded the quality that would see it up there at a Ridler-type event. Equally as impressive in a retro way was Shane and Rochelle Spratt's Model A. Nearby were a few cars from Kruzin Kustoms, as well as John Fearn's just-completed Hemi-powered coupe built by Timeless Auto Restorations.

The judges were certainly going to have their work cut out for them trying to work out how to divvy up the awards. It was for this reason that Tararua Rodders purposely chose independent judges who weren't associated with the club at all — as no matter what way the awards fell, there was bound to be some >

134
AA / Fuel Coupe

Kevin Redshaw spends his days operating Timeless Auto Restorations, so it's somewhat ironic the build of his own '64 Nova took more than 13 years. He's now owned the car for close to 30 years all up. Interestingly, it was sold new into New Zealand to a Nelson-based doctor. The original running gear is long gone, with an injected 305 and four-speed rock-crusher box now installed

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controversy with cars of this calibre in the building.

The line-up of '50s cruisers included almost one of every make imaginable — Buick, Chev, Cadillac, Ford, Chrysler — and an equally high build quality. The Mopars on display certainly had people talking, with two Superbird replicas and a genuine AAR Cuda, as well as a few other B-bodies, and another E-body.

Out in the smaller hall was a large selection of predominantly competition-based cars, ranging from burnout to circuit and drag cars, and aged from retro to high-tech. While a few stalls in there were doing a good trade, the big queues were outside at the food and drink vendors, as the surprisingly warm weather was working in their favour. While sipping a cold one or throwing back a hot dog, the dulcet tones of local MC Gavin Doughty could be heard as he interviewed countless car owners throughout the day.

The revolving car show that took place in the grass car park also saw a number of impressive machines come and go during the event. Sadly, the wet weather leading up to the event resulted in mud that limited the space >

Lower Hutt's Dion Crook deserves an award for his services to drag racing for how encouraging he is with getting youngsters into his front-engine dragster (FED). For the duration of the show, he was busy explaining the ins and outs of the car and how he makes it down the strip without being able to see anything directly in front of him

2022 CHROME N CUSTOM AUTO FESTIVAL RESULTS

CATEGORY	SPONSOR	PLACE	WINNER	VEHICLE
BEST GM	HOROWHENUA MOTOR COMPANY	WINNER	KYM & TODD WYLIE	1956 CADILLAC COUPE
		RUNNER UP	STUART ANDERSON	1938 CHEV COUPE
BEST FORD	CRAIG DIFFEY BUILDERS	WINNER	MIKE & ANNA NEILSON	1932 FORD COUPE
		RUNNER UP	STEVEN RADICH	1969 FORD MUSTANG
BEST MOPAR	BRYANT & SIMPSON LTD	WINNER	PETER STEPHENS	PLYMOUTH SUPERBIRD
		RUNNER UP	CATHY WILLEMSEN	1970 PLYMOUTH CUDA
BEST BIKE	LEVIN MOTORCYCLES LTD	WINNER	KELVIN SMITH	1974 CAFE RACER
		RUNNER UP	WARREN TURNER	1954 JAWA
BEST COMPETITION	SMITH AUTOS	WINNER	GRAEME BAGRIE	1969 FORD MUSTANG
		RUNNER UP	DION CROOK	FRONT ENGINED DRAGSTER
BEST COMMERCIAL	LEVIN RADIATOR AND BATTERY SERVICES	WINNER	NEVILLE PEARSON	1964 CHEV C10
		RUNNER UP	STEVE FORREST	1964 CHEV EL CAMINO
BEST IMPORT	LEVIN CARS	WINNER	CORY FEA	1989 NISSAN CEFIRO
		RUNNER UP	JACKSON NICHOLSON	1984 MAZDA B1600
BEST OTHER	SUPREME LOCKUPS	WINNER	BRENT EVERISS	1947 STUDEBAKER CHAMPION
		RUNNER UP	PETER MARSHALL	1947 MORRIS
BEST UPHOLSTERY	KERRY'S UPHOLSTERY SPECIALISTS	WINNER	MIKE & ANNA NEILSON	1932 FORD COUPE
BEST DISPLAY	TIMELESS AUTO RESTORATIONS	WINNER	CATHY WILLEMSEN	1970 PLYMOUTH CUDA
FURTHEST TRAVELLED	LIFESTYLE & DAIRY PUMPS	MOTORBIKE	MATT JUKIC	2007 BIG BEAR CHOPPER
		CAR	MATT JUKIC	2016 CHEV CAMARO
BEST IN SHOW	QUIN BUILDINGS DIRECT	WINNER	SHANE & ROCHELLE PRATT	1930 FORD MODEL A
		RUNNER UP	MIKE AND ANNA NEILSON	1932 FORD COUPE

somewhat, forcing a number of cars out into the nearby streets, much to the delight of the local onlookers.

Even with reduced parking, there were certainly no complaints — in fact, quite the opposite, as plenty of praise was awarded to the show organising committee. During her speech at the prize-giving, Best Display winner Cathy Willemsen said that she'd never felt so welcomed by a club or show before, and that was a sentiment echoed by many. The club has landed on a successful formula, one that's applauded by the entrants as much as the spectators, and thankfully they know not to mess with it, so they're already talking about how to do it all over again in 2024. We suggest you head along to check it out — we know we will. V8

NEVER-MADE Nomad

BUICK NEVER MADE A TWO-DOOR '56 STATION WAGON, SO ROSS HIGGOTT SET OUT TO BUILD HIS OWN!

WORDS: TODD WYLIE **PHOTOS:** RIXSTA SAMMONS

Buicks from 1956 aren't exactly thick on the ground here, let alone Buick wagons, and two-door wagons? Well, forget about it … Buick never made them. Yep, you read that right, what you're looking at here, despite being obviously customised, never even rolled off the factory floor in stock form. The man behind the build is Ross Higgott, a Kiwi who spent many years in Aussie before heading back home to take life a bit easier. Besides a sun tan and the hint of an accent, the best thing he brought back home with him was the half-completed Buick, a car that he's now owned for 10 years all up.

Rewinding back to when he first got his hands on it, Ross wasn't specifically looking for a Buick, or necessarily a wagon, but he knew that he wanted to build something different to what everyone else had. A neighbour of his was an importer, regularly bringing cars back from the States, and so was given reasonably loose criteria to see what he came up with. When the '56 Buick Special presented itself, Ross was sold on its potential and had the car shipped from the States to Queensland. >

ROSS HAD A ROUGH IDEA OF WHAT HE WAS IN FOR

Having found a respectable car restoration business on the Gold Coast, he had them strip back the car and sandblast the chassis. While many a Kiwi (or Aussie) has been burned by cars needing unexpected rust-repair work, at least Ross had a rough idea of what he was in for, and that was having the floor pans and sills replaced. The work didn't start off well when off-the-shelf floor pans turned out to be the wrong parts, but that only encouraged the shop to handcraft its own from scratch. Sadly, like many talented craftspeople, the owner was so focused on producing quality work that he took his eye off running the business, and, before long, the receivers came calling and the business closed for good. Ross recalls, "I got a call and I had a week to move my car out. I took it home and worked on it for a while before finding Guy, from Twin Towns Panel and Paint, where I decided to go on a new modified look."

Part of the motivation for going the custom route was that, not long before all the drama unfolded with the panel shop, the engine rebuilder that had the car's original engine and three-speed gearbox had done a runner, parts included! So now with no original running gear, and the car sitting in a shop that specialised in custom work, it was only a matter of time before imaginations and angle grinders started running wild. After a bit of discussion, it was decided to convert the car from four doors to two, making it into a variant that the factory had never offered. It would have been easy to keep the factory C-pillar shape, but both Ross and the shop wanted to make the conversion a bit more wild by creating a new flowing design. As if that wasn't enough on its own, during the conversion, the B-, C-, and D-pillars were pulled in 15mm at the bottom to make the glass more vertical. This move had the added visual effect of making the rear guards appear more pumped than they actually are. Following this, they turned attention to the rear door/tailgate. Rather than keep the original equipment (OE) style, the shut line between the upper and lower tailgate was dropped down, making the opening one piece rather than two as it was previously. >

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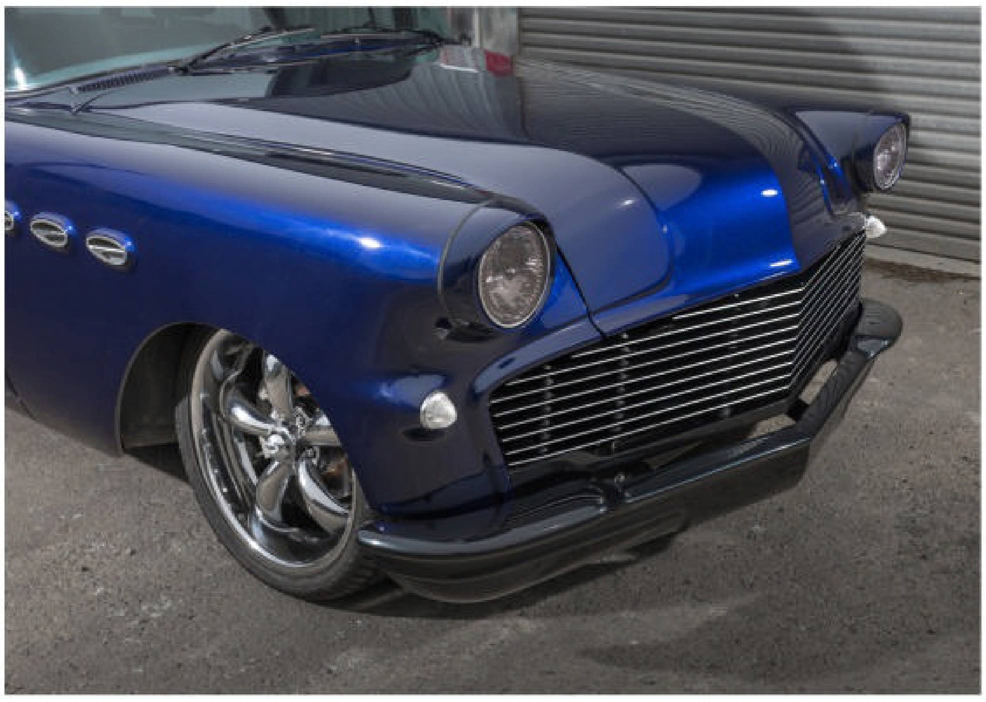
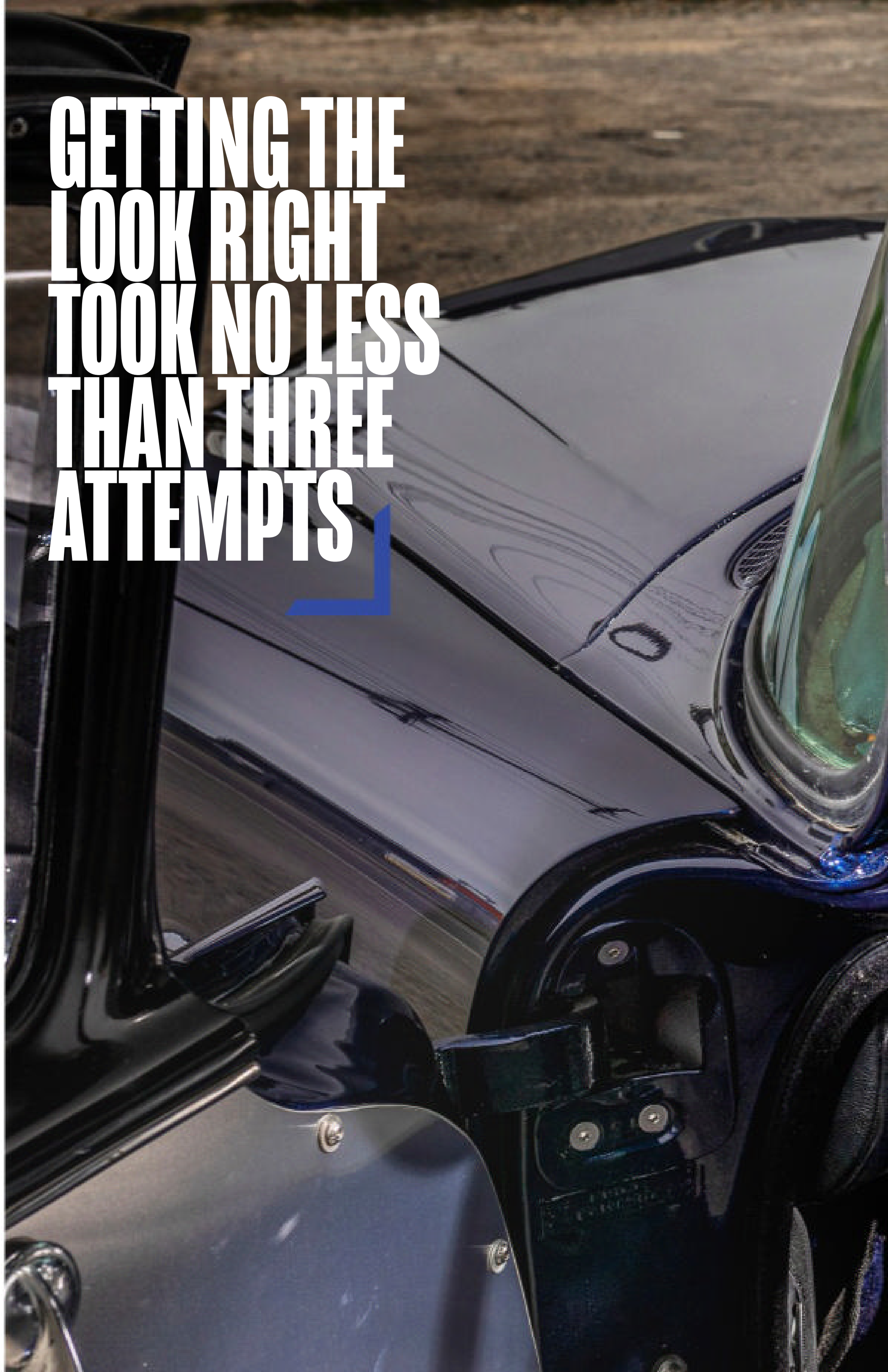
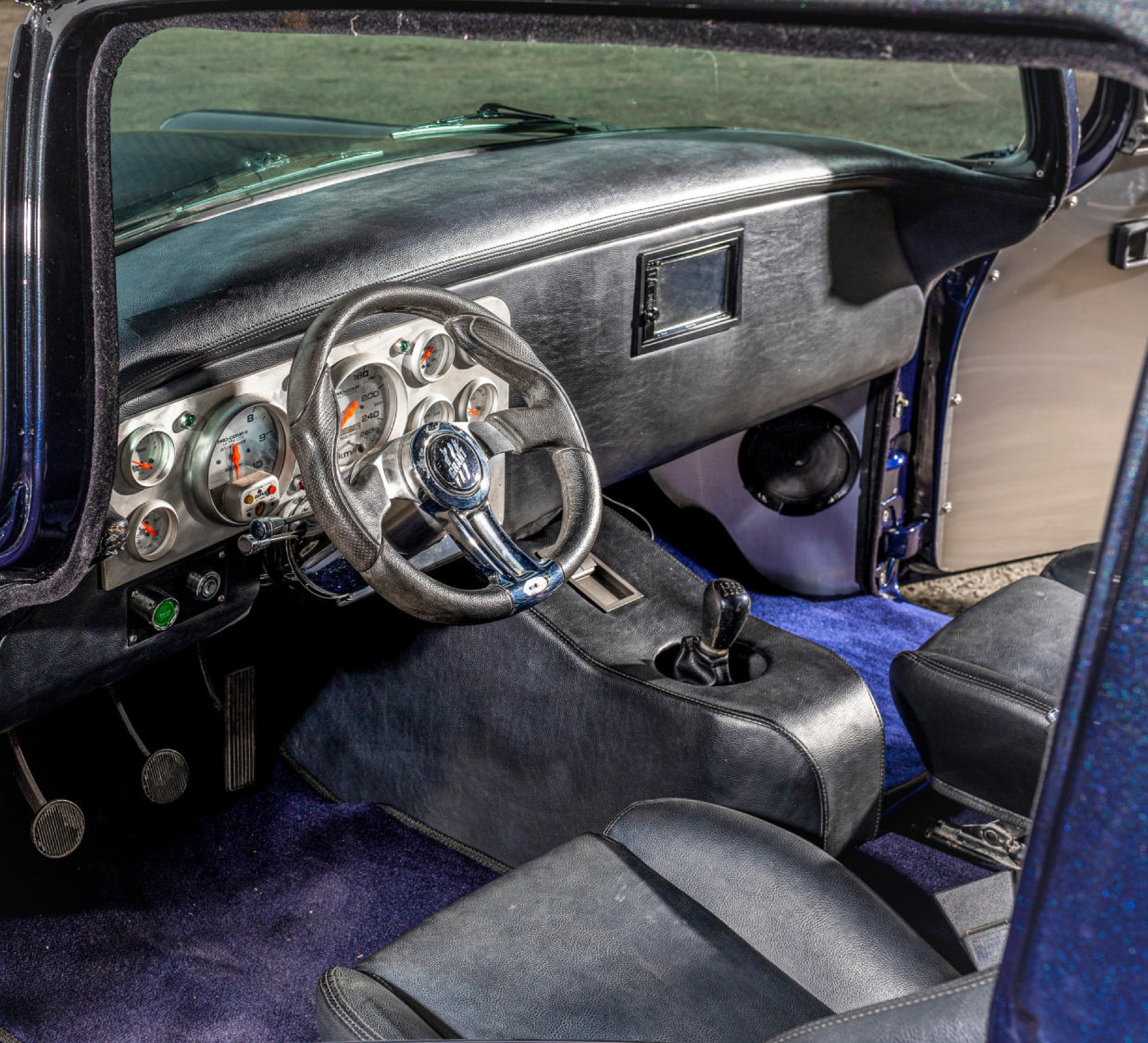


With so much custom work going on, it wasn't long before the team turned their attention to the front of the car. While the big chrome grille and dagmars are what give the Buicks their unique look, Ross took a big chance by ditching them in favour of a new custom grille. Getting the look right took no less than three attempts, but at last he nailed it. The clean look it offers makes the vehicle feel far more modern than it really is, which led to the next step of the process — picking the power plant to match.

At the time, Ross was driving a VY Commodore ute as his daily driver, and, liking how it drove, he soon had the idea to throw an LS into the wagon — not just any LS, but the one that would soon be extracted from the Commodore. For peace of mind, and an additional fun factor, he first had the engine overhauled, replacing everything except the pistons and con rods. The extra power was supplied by a custom ground camshaft and three-angle valve grind inside the stock heads. Later on, the ECU would be reflashed too and all the wiring completely hidden.



GETTING THE LOOK RIGHT TOOK NO LESS THAN THREE ATTEMPTS



Ross was away working at the time — two weeks on, two weeks off — so would try to get as much done as he could when back home. That included getting a full custom front clip added to the stock chassis rails. Converting the car to right-hand drive was discussed but eventually decided against and a left-hand-drive rack-and-pinion was fitted before the rebuilt engine was bolted in over the top.

Changing the front clip gave the option to add more modern suspension geometry, which came care of tubular A-arms and coilovers from Southern Chassis Works. The front brake assembly was also pinched off the now-engineless Commodore ute, but rather than mess up the new smooth firewall with an ugly booster, Ross had Ziggy's Customs set up a custom under-dash booster and master cylinder combo. The >

fabrication work continued under the rear end with a diff being sourced from a Camaro and attached via a custom four-link. With 35-spline axles and a 3.25:1 ratio inside, the set-up should be able to handle everything that Ross and the LS throw at it.

Not long after the 20x8- and 20x10-inch Coys wheels were fitted, Covid hit, and, rather than sit it out in Australia, Ross decided that it was time to move back home to the sunny Manawatu, loading the car into a container with the rest of his belongings. His son Martin was already here and able to help out with the remaining work that the car needed, such as the paintwork and interior trim. Ross tells us, "While I was waiting to return to New Zealand, Martin found a painter at Smash Palace in Palmerston North who could paint and finish a few details to finish it. I picked the new Ford Mustang Kona Blue, with a black fade from the roof with black tail lights and bumpers." Blacking out what little was left of the chrome work was a big risk to take, but it's a move that was clearly worthwhile. Adding to the

>

SPEC

1956 BUICK SPECIAL WAGON

ENGINE: 5.7-litre LS1, over-bored, reground crank, stock rods, stock pistons, aftermarket rings, high-flow oil pump, ported stock heads, custom cam, Commodore fuel pump, custom drop tank, Earl's fuel fittings, reflashed ECU, aftermarket loom, aluminium radiator, twin electric fans, 2¾-inch stainless exhaust

DRIVELINE: Tremec TKO-6060 six-speed manual gearbox, heavy-duty clutch, Camaro rear diff, 3.25:1 ratio, 35-spline axles

SUSPENSION: Rack-and-pinion steering, coilovers, four-link rear

BRAKES: Commodore discs and calipers, under-dash booster and master cylinder

WHEELS/TYRES: 20x8- and 20x10-inch Coys wheels, 245/35R20 and 275/35R20 tyres

EXTERIOR: Two-door conversion, modified B-pillars, custom glass, Kindig-it door handles, Kindig-it fuel filler, custom grille, one-piece rear door, customised bumpers, custom paint

CHASSIS: Custom front clip

INTERIOR: AutoMeter gauges, custom dash, electric windows, electric locking, rear vision camera, Kenwood stereo, Holden Astra front seats, custom retrim, Grant steering wheel, tilt column, Commodore shifter

PERFORMANCE: Untested

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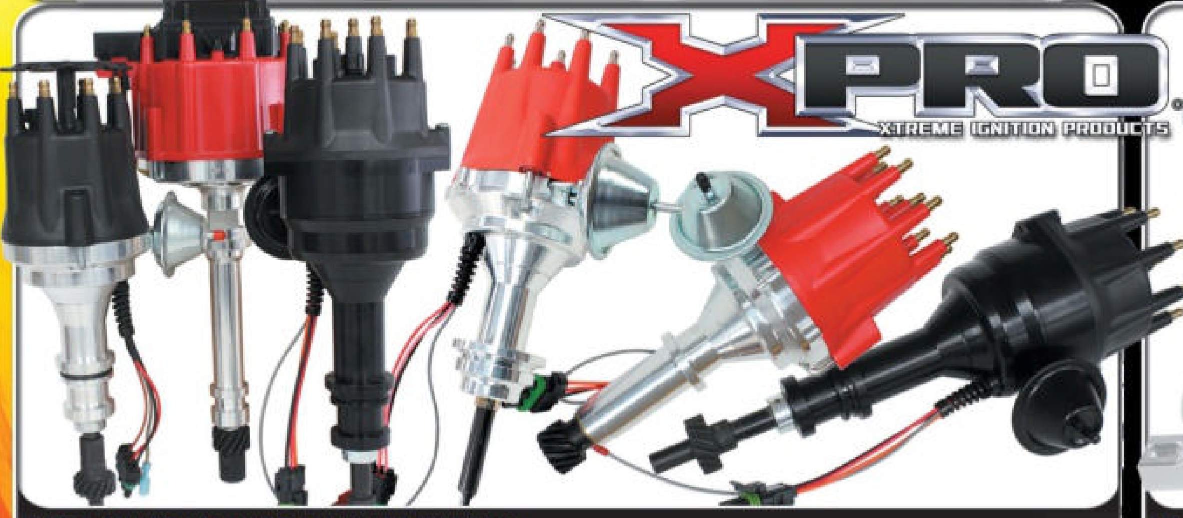
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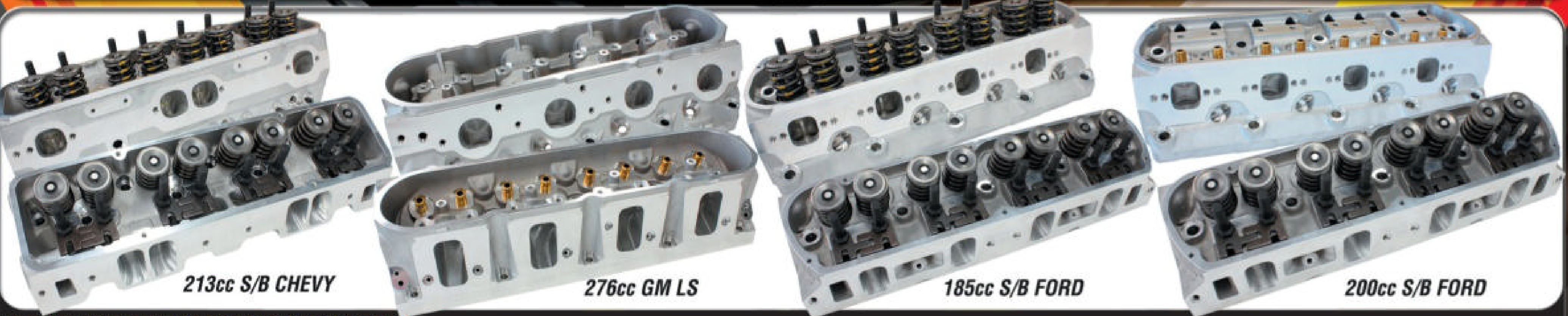
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HE'S CERTAINLY ACHIEVED THE GOAL OF BUILDING SOMETHING UNLIKE ANYTHING ELSE ON THE ROAD

dark look is fresh glass with a built-in tint, and behind that is an interior retrimmed by Kerry's Upholstery. The original rear seat was retained, while Holden Astra items were sourced for the front and retrimmed along with the custom dashboard. In contrast, the door skins were left as bare aluminium to match the gauge cluster. "There's so much to do when you modify a car — some of the inner trim had to be remade, seat-belt bracket, electric windows were installed — it was keeping me busy," says Ross of the fiddly bits.

Ten years and two countries after the build began, the car is just going through the finishing-touches process now. It's been a hell of a journey, with some parts that Ross would prefer to forget, but, for the bulk of it, he's had plenty of fun, and he's certainly achieved the goal of building something unlike anything else on the road. Even if Buick had made a two-door wagon back in 1956, you can bet there still wouldn't be any others that look like this! V8

DRIVER

ROSS HIGGOTT

AGE: 62

OCCUPATION: Dredger/Engineer; semi-retired groundsman on Kapiti Island.

PREVIOUSLY OWNED CARS: Customised Anglia, modified '55 Vauxhall Viva Mk3, SL Torana, VC Commodore, SS Commodore Ute

DREAM CAR: One of Bad Chad's cars

WHY THE BUICK? It came up when I was looking for something different

BUILD TIME: 10 years

LENGTH OF OWNERSHIP: 10 years

ROSS THANKS: Geoff Luck from GC Restoration, who began the work on the car; Guy Hutchins from Twin Town Panel and Paint

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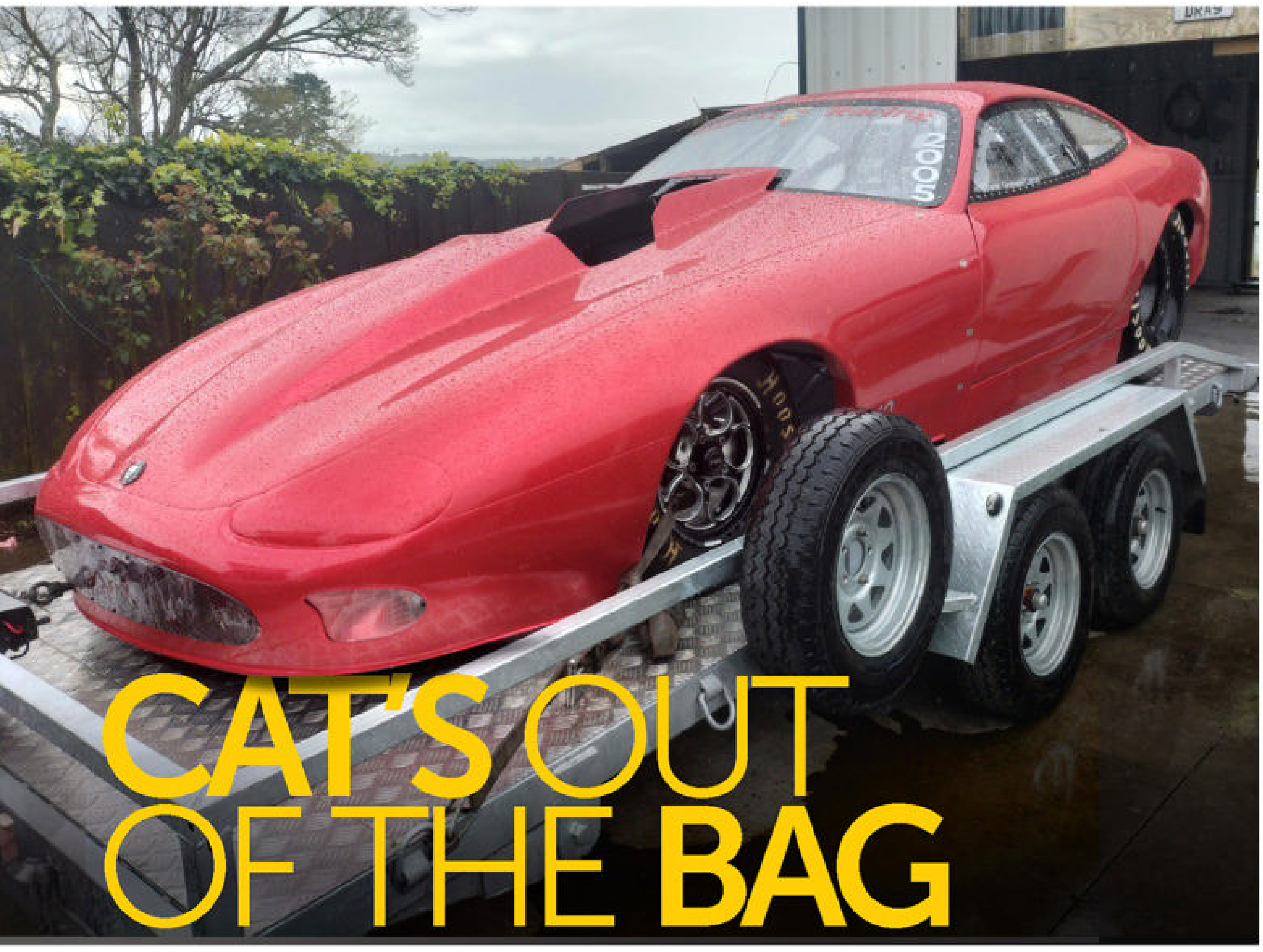
CAT'S OUT OF THE BAG



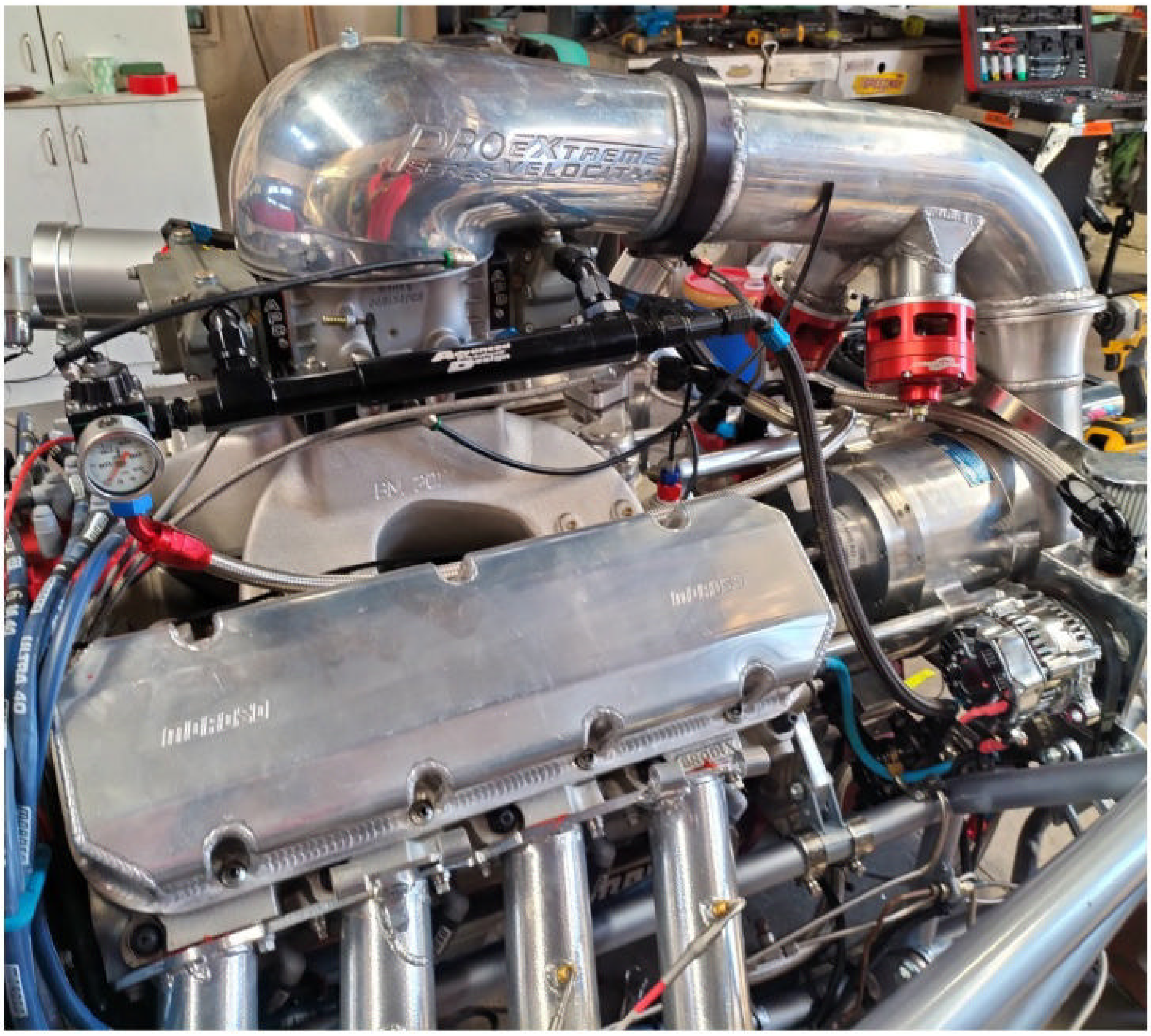
When we took a look at Graham Carter's El Camino in these pages at the beginning of the year, Graham let slip that he had bigger and better plans. Those plans have now been made clear, as he's landed a seriously slick-looking 2005 XKR. Sadly, that means the Elcy, complete with Chris Alston Chassisworks' chassis and Steve Morris-built LS7 engine, is now up for sale — the combo having run as quick as 8.4 at 157mph, with plenty more to come. The Elcy was a seriously cool car and was a great stepping-stone for Graham; the Jag, though, is next level, and will see him go a whole lot quicker than ever before.

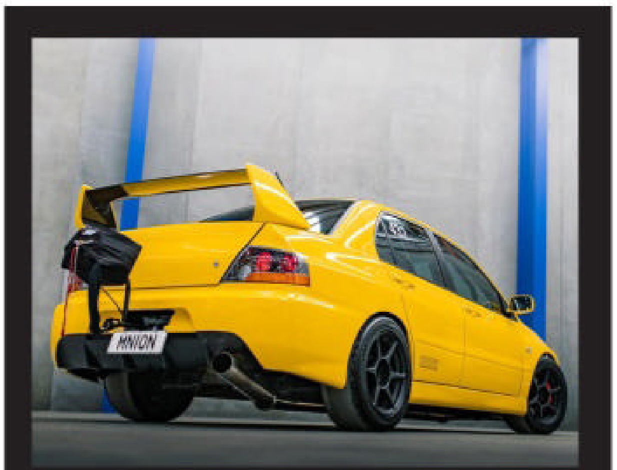
Graham tells us just three of the Pro Mod-style Jags were built; one now lives in a museum in Ontario, another went to England and was crashed, and this one is now on our shores. He found the car in Perth and purchased it as a roller. Paul Stichbury from CFR Line sorted out the freight to get the car here. It was originally built for a blown Hemi and Lenco but, much to Graham's delight, it had been converted to run a big block Chev. In the guise in which it was purchased — minus motor — the car had run a best of 6.7 at 210mph, so fortunately it runs a full chromoly double frame rail chassis teched in Aussie to run 6.0.

The fabricated nine-inch diff with floating hubs, 40-spline axles, and 4.11:1 Strange centre have been retained, as have the four-bar that holds it all in place and the 33x17x16-inch beadlocks with top fuel centres. Deciding to stick with a big block, Graham has imported a freshly built Dart block-based 540 with Brodix heads, Callies crank, GRP rods, and JE pistons. The set-up runs a Comp Cams cam, Jesel belt drive, 904 lifters, T+D rockers, and, most importantly, a crank-driven F1-X 12 Procharger. The combo is fed methanol through an APD blow-through fuel system, so it will make some serious power. Backing it up is the task of a BTE Outlaw 2 Powerglide with BTE billet bolt-together converter supplied locally by Wayne Ilich.

The fab work required has been taken care of by Trevor Ackers at Race Works in Huntly, while Graham has done the wiring himself.

The Jag was fired up for the first time just days before this issue went to print. All going well, Graham plans to debut it shortly in Top Street or Supercharged Outlaws. Of course, without sponsors, the whole thing rides on the sale of the El Camino — so, if you're interested in getting behind the wheel, we suggest giving Graham a buzz, as we want to see the Jag on the track asap!





IMPORT OVERRUN!

The Japanese import crew have started the year in fine form, with a handful of cars entering the NZ's Quickest Streeters list at the first event of the season. While, sadly, a few of those that have dipped into the nine-second, and even eight-second, bracket are not LVV certified, so don't meet the requirements of the list, there are a handful of new 100 per cent street-legal entries.

Probably the most impressive of them is the Mitsubishi Evo 4 of Sam Anand, which ran an 8.92 at 158.09mph before driving back home again. Sam runs a workshop called Autech and clearly knows his stuff, with a few of his customers' cars also making the list — Rizwan Alam, for example, whose Evo 8 ran a PB of 9.38 at 160.77.

Ben Gainfort out of ST Hi-Tec has also joined the list in his Nissan Skyline R32 GT-R, with a 9.78 at 142.66mph.

It hasn't just been imports moving up the list, though, with Wayne Fowler coming true on his promise of running an eight this season; he ran a best of 8.87 at 150.30 followed by a bunch of other high eight-second passes.

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KILLER DEBUT

The Crook family are well known for their drag racing efforts, and, while youngest brother Aidan has run plenty of laps before, the season opener at Masterton Motorplex saw him run a supercharged car for the first time. When he and partner Stevie purchased the former Mark Haustein HT Holden ute in 2021, it had a damaged engine and needed panel and paint work. The pair have been working hard on it ever since.

Both Aidan and brother Dion work for Dzine Signs, so were able to use the booth there to spray the car once the panel repairs had been taken care of at home. Fellow drag racer Rex Margetts was on hand to sort out any of the panel work the lads couldn't do themselves, while DB Race Cars got given the tricky fabrication work. That included making changes to the vehicle's steering set-up, installing a new parachute mount, and dealing with the various issues needed to bring the car up to standard. Besides the colour, the other big visual change is a new aluminium rear wing and ACM hard lid cover for the tray that sits atop a simple aluminium frame, along with new windows from Upper Hutt Glass. The new look has seen the ute named Poltergeist, and it's sure to live up to that name by scaring the competition in Supercharged Outlaws.

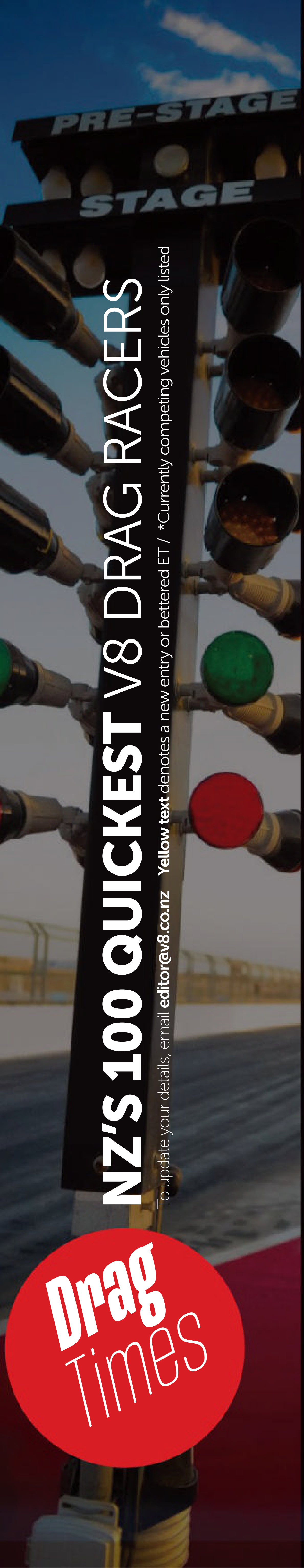
To enable that to happen, the 540-cube engine has been refreshed with a new cam, lifters, valve springs, and a few new pistons thrown in the Dart block. The rest of the combo consists of AFR heads and a Littlefield 14-71 high helix blower and carbon injector hat feeding through a Powerglide and Strange nine-inch.

Aidan's debut went well; he skipped the eight-second zone, running straight into the sevens with a best of 7.98 at 159.94. Obviously, Aidan and Stevie are very grateful to all those who have helped to get the car on track, and assisted along the way, including Kurt Anderson, Jordy Brain, Mike McKay, Grant Benvenuti, DB Race Cars, Dzine Signs, Upper Hutt Glass, and, especially, Gary and Dion Crook. Debuting like this can only mean good things for the season ahead!

NZ'S QUICKEST STREETERS

NAME	VEHICLE	TIME (S)	MPH	ENGINE	TRIM AS RACED
REECE FISH	1956 CHEV BEL AIR	7.38	194.50	540CI BBC TWIN-TURBO	E85, ET STREETS
BRENDON SHEARING	1971 HOLDEN HQ MONARO	7.84	185.84	509CI BBC TWIN-TURBO	C16, EXHAUST REMOVED, DOT HOOSIERS
DANIEL SOUTHALL	1969 CHEV CAMARO	7.95	182.59	406CI SBC TWIN-TURBO	C16, EXHAUST REMOVED, DOT HOOSIERS
AARON JENKINS	1977 HOLDEN TORANA	8.14	169.40	540CI BBC TWIN-TURBO	E85, DOT HOOSIERS
MIKE CARLTON	1973 CHEV CORVETTE	8.32	167.49	540CI BBC SC	AVGAS, NITROUS, DOT HOOSIERS
GARY BOGAART	1975 FALCON XB COUPE	8.61	158.56	395CI SBF NITROUS	C16, EXHAUST REMOVED, ET STREETS
DAVE MOYLE	1989 FORD XF FALCON UTE	8.81	158.26	563CI BBF NITROUS	C16, ET STREETS
TONY WITINITARA	1979 HOLDEN HZ PREMIER	8.87	157.38	540CI BBC PROCHARGER SC	C16, DOT HOOSIERS
TONY GERA	1970 FORD MUSTANG	8.92	150.83	480CI BBF NITROUS	PUMP GAS, EXHAUST REMOVED, ET STREETS
AARON JACKSON	1974 HOLDEN TORANA	8.97	151.42	555CI BBC NITROUS	AVGAS, EXHAUST REMOVED, DOT HOOSIERS
GEOFFREY DANN	1969 CHEV CAMARO	8.99	160.00	540CI BBC TWIN-TURBO	PUMP GAS, FULL EXHAUST
DALLAS GRAHAM	1978 TOYOTA COROLLA COUPE	9.00	147.44	1UZ TURBO	E85, DOT HOOSIERS
AZHAR BHAMJI	1969 MAZDA R100	9.01	152.00	13B TURBO	PUMP GAS, EXHAUST REMOVED, ET STREETS
WAYNE FOWLER	1967 CHEV CAMARO	9.07	149.50	454CI BBC SC	AVGAS, DOT HOOSIERS
BEN MOORCOCK	1974 MAZDA RX-3	9.08	155.74	13B TURBO	PUMP GAS, DOT HOOSIERS
MICHAEL SCHOLTEN	1998 MITSUBISHI EVO V	9.09	157.20	4G63 TURBO	E85, DOT HOOSIERS
ROGER BINNEMA	1968 PONTIAC FIREBIRD	9.09	149.98	540CI BBC NA	C16, EXHAUST REMOVED, ET STREETS
MIKE BARI	1971 CHEV CHEVELLE	9.26	148.92	598CI BBC NITROUS	C16, EXHAUST REMOVED, DOT HOOSIERS
TANIA BINNEMA	1968 PONTIAC FIREBIRD	9.27	144.80	540CI BBC NA	C16, EXHAUST REMOVED, ET STREETS
AZHAR BHAMJI	1973 MAZDA RX-3	9.32	144.13	13B TURBO	E85, STREET RADIALS
DARREN RICHES	1954 FORD POP	9.43	141.71	540CI BBC NA	PUMP GAS, EXHAUST REMOVED, ET STREETS
TONY RICHARDSON	1946 FORD JAILBAR	9.44	142.02	555CI BBC TWIN-TURBO	PUMP GAS, DOT HOOSIERS, UNCAPPED
ROSS WHELAN	1934 FORD MODEL Y	9.45	143.60	427CI SBC NA	C14, EXHAUST REMOVED, DOT HOOSIERS
WARREN BLACK	1972 HOLDEN HQ MONARO	9.52	143.44	555CI BBC SC	AVGAS, EXHAUST REMOVED, DOT HOOSIERS
WAYNE GRIMMER	1973 PLYMOUTH CUDA	9.62	141.46	588CI HEMI NA	AVGAS, ET STREETS, EXHAUST REMOVED
RAY PETERSON	1970 FORD MUSTANG	9.70	139.30	417CI WINDSOR NA	Q16, ET STREETS
ASHNIL KUMAR	1995 NISSAN SKYLINE GT-R (R33)	9.75	149.70	RB26 TURBO	E85, DOT HOOSIERS
ANTON BLANKEN	1990 NISSAN SKYLINE GT-R (R32)	9.77	143.72	RB26 TURBO	PUMP GAS, NITTO TYRES
RIZWAN ALAM	2003 MITSUBISHI EVO 8	9.8	137.00	4G63 TURBO	E85, DOT HOOSIERS
DAN HARRISON	1969 CHEV CAMARO	9.81	141.00	540CI BBC SC	AVGAS, EXHAUST REMOVED, DOT MT
AARON WILLIAMS	2015 LVV FORD POP	9.81	136.98	400CI SBC NA	AVGAS, EXHAUST REMOVED, MT SLICKS
JASON MCKILLOP	1974 LJ HOLDEN TORANA	9.85	137.59	421CI SBC NA	AVGAS, EXHAUST REMOVED, DOT HOOSIERS
GARTH WHITE	1963 FORD GALAXIE	9.93	140.78	551CI BBF NITROUS	C12, DOT HOOSIERS
JUSTIN WEIR	2012 CHEV CAMARO ZL1	9.94	139.47	6.2L SC LSA	E85, MT RADIAL
TIM LACEY	1981 HOLDEN COMMODORE	9.94	132.51	BUICK V6 TURBO	AVGAS, EXHAUST REMOVED, ET STREETS
MATT KRILETICH	1973 FORD XA FALCON COUPE	9.95	135.56	410CI BBF NA	C12, EXHAUST REMOVED, ET STREETS
AARON COSTELLO	1969 CHEV CAMARO	9.97	141.11	LSX TURBO	PUMP GAS, DOT HOOSIERS
HARLEY DOUGLAS	1968 CHEV CAMARO	9.97	137.01	582CI BBC NITROUS	PUMP GAS, DOT HOOSIERS
ABDUL SAMAD	1992 MITSUBISHI EVO I	9.98	138.00	4G63 TURBO	E85, DOT HOOSIERS
COLE RAIKA	1977 MAZDA 808	9.99	142.62	13B TURBO	PUMP GAS, DOT HOOSIERS

Yellow text denotes a new entry or bettered ET.


PRE-STAGE
STAGE
NZ'S 100 QUICKEST V8 DRAG RACERS
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NZ'S 100 QUICKEST V8 DRAG RACERS

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GROUP ONE TOP-10 VEHICLES

TOP FUEL	SPONSOR	VEHICLE	ET	MPH
Michael Franklin		Nitro FC	**6.42**	226.80
Karl Boniface	Castrol	Nitro FC	**6.89**	206.90
TOP ALCOHOL	SPONSOR	VEHICLE	ET	MPH
John Neilan	Digga	Dragster	**5.68**	246.98
Tamara Silk	Lucas Oil	Dragster	**5.86**	239.80
Johnny Alsop	Silvester V8 Performance	Altered	**5.89**	227.57
Dwane Garrett	Kiwi Race Cars	Dragster	**5.94**	232.52
Grant Briffault	Arthur & Low Ltd	Dragster	**5.98**	227.69
Wayne Curry		'27 T-altered	**6.15**	229.07
Bryan Norman		FE Dragster	**6.16**	223.87
Simon Fowke		FC	**6.20**	226.10
Paul Davison	Upper Hutt Glass	Dragster	**6.24**	224.35
TOP DOORSLAMMER	SPONSOR	VEHICLE	ET	MPH
Barry Plumpton	Focus Construction	Chev Camaro	**5.92**	237.42
Gavin Green		Pontiac Firebird	**6.07**	234.45
Nigel Dixon	Kruzin Kustoms	Ford Falcon	**6.10**	241.0
Benjes/Dillon	Childs Play	Chev Beretta	**6.21**	221.50
Trevor Smith	Trevor Smith Racing	Holden Statesman	**6.26**	225.94
Mark Thomas		Ford Customline	**6.36**	225.60
Prestney/Dobson	Pirtek Taranaki	Pontiac Grand Am	**6.63**	210.15
Barry Plumpton	Focus Construction	Chev Monte Carlo	**6.70**	206.82
Steve Carlson	Wairarapa Automotive & Engineerin	'68 Camaro	**6.75**	207.69

GROUP TWO/THREE QUICKEST VEHICLES

Andrew 'Squig' Miles	STA Parts	Ford Falcon	**6.78**	205.88
Christoffersen/King/Hay	RC Industries	Dragster	**5.78**	254.10
Lindsay/Karen Hay		'27 T Roadster	**6.34**	218.41
Jordan Robertson	Hutt City Autoworld	Dragster	**6.37**	197.89
Tony Marsh	Marsh Motorsport	Ford Maverick	**6.38**	194.15
Todd Vincent		Dragster	**6.45**	171.25
Grant/Adrian/Nicole Rivers	Blu's Brothers Racing	Dragster	**6.48**	205.68
Craig Griffith	Buck Engineering	Dragster	**6.61**	205.00
Raymond/Trent Smyth		FE Dragster	**6.77**	204.14
Bill/Clint Minchington	Trident Homes/Auto Trans CHCH	FC	**6.79**	196.55
Rex Duckett	Total Oil	Pontiac GXP	**6.83**	200.35
Alan Hartley	New Zealand Home Loans	Altered	**6.84**	187.45
Dave Tunnel	TPE Racing	Dragster	**6.89**	197.01
Grant Briffault	Tax Time Accounting	FE Dragster	**6.90**	195.09
Dion Crook	DB Racecars	FE Dragster	**6.91**	201.10
Aaron Lelean	A1 Exhaust	FE Dragster	**6.91**	190.89
JD Shepherd		FE Dragster	**6.94**	201.22
Bruce Smith		Dragster	**6.94**	174.57
Dean Scott		Chev S10	**6.98**	206.50
Glen Collett	Buck Engineering	Altered	**6.99**	190.30
Reid/Tynan/Dunne	Westcoast Classics	'55 Chev	**6.99**	182.02
Sam Leviene		BB/A altered	**7.02**	192.00
Darren Hayes		FC	**7.04**	198.17
Ross Brown	G.A.S Parua Bay	FE Dragster	**7.07**	190.43
Jodey Irving	Lucus oil	Chev Camaro	**7.08**	192.36
Brent Whittingham		'69 Camaro	**7.16**	191.92
Steve Milliken	GSS	'36 Chev	**7.17**	192.60
Kendal/Dylan Smith	Kruzin Kustoms	Dragster	**7.19**	188.17
Gerald Smith	Rivers speed/Feilding Flowers	'23 T-Altered	**7.19**	178.85
Fabian Goldbert	CFR Line	El Camino	**7.22**	198.23
Gary Sinkinson		'63 Chev Nova	**7.22**	193.91
Rchard McCarthy		Altered	**7.23**	176.86
Mark Vincent		Freight Train	**7.24**	142.66
Gary Bogaart		Altered	**7.25**	181.52
Roger Binnema	Cylinder Head Services	Honda Accord	**7.26**	194.86
Cameron Patterson	Lichfield Poultry Farm	FE Dragster	**7.26**	190.35
George McCutcheon		'55 Chev	**7.27**	200.53
Graham Christison		FE Dragster	**7.28**	179.11
Gary/Casey Cawthra	Macauley Metals	XA Falcon	**7.28**	168.95
Bobby Owens		'64 Ford Falcon	**7.30**	190.24
Ian Deboo	Mayhem Racing	Altered	**7.33**	188.62
Dwayne Garrett		Chev Camaro	**7.34**	183.96
Wayne Tangney		Dragster	**7.35**	181.13
Josh Trybula	All Fleet Services	Willys	**7.37**	177.63
Jarrod/Heath Mahon		Chev Cobalt	**7.41**	180.14
Mark Gapp	Pro Parts	Willys Coupe	**7.42**	182.00
David/Trevor Tynan		66 Impala	**7.44**	187.55
Peter Schimanski		Altered	**7.44**	178.00
Andrew Rea/Gary Martin	Martin & Rea	FE Dragster	**7.46**	189.23
JD Sheppard		VW Beetle	**7.50**	180.29
Jason Sellars	JSE Fabrications	XY Falcon Ute	**7.52**	185.08
Karl Witteveen		FC	**7.54**	183.39
Vanessa Lilly	Rib Rattler Racing	'23 T Bucket	**7.54**	166
Dean Blackburn		T-Altered	**7.55**	171.87
Paul Sattler		FE Dragster	**7.56**	176.77
Kane Douché	Marsh Motorsport	'23 T-Altered	**7.57**	184.00
Ryan Sheldon	Autochecker/KG Artwork	Plymouth Fury	**7.59**	173.54
Neil Morgan	MJH Engineering	T-Altered	**7.62**	174.38
Arran Brattle/Pauline Lane	Panhead Custom Ales	FE Dragster	**7.66**	167.95
Brad Langford		Ford Pop Ute	**7.69**	177.96
Robert Shearing		Camaro	**7.73**	177.45
Stuart Henley-Minchington	Anthill Mob/Garden City Movers	Altered	**7.74**	171.00
Mark Haustein		HT Holden Ute	**7.75**	176.66
Michael Franklin		Pontiac GTO	**7.69**	165.50
Neville Gadd		Dragster	**7.78**	175.44
Dave Mason	A1 Exhaust	FE Dragster	**7.78**	161.88
Mike Wilson	Balclutha Automotive Services	Ford Capri	**7.82**	177.24
Reuban/Jack Beaumont	Team Sonic	Altered	**7.84**	169.20
Ces Miller		'59 Impala	**7.90**	166.87
Kevin Ericson		FE Dragster	**7.95**	176.12
Andrew Neiman		Dragster	**7.95**	174.58
Aidan Crook		HT Holden Ute	**7.98**	159.94
Craig Wilson	Evolution Painting & Decorating	Holden HT	**8.03**	174.22
Kurt Goodin		Chev Nova	**8.03**	167.36
Pete Lormans	Remarkables tools & Safety	FE Dragster	**8.05**	155.64
Murray Hartley		Ford Mustang	**8.07**	166.93
Cory Silk	Otaihanga Speed Shop	Dragster	**8.07**	164.34
John Hooper	Peko Contracting	Holden ute	**8.11**	167.70
Bruce Riddick		Altered	**8.11**	161.99
Dylan Deboo	Mayhem Racing	55 Chev	**8.13**	159.48
Janelle Lawson		Dragster	**8.13**	165.94
Dutchie Wijdeven	Bran Roberts Towing	Falcon	**8.15**	161.13
Doug/Daniel Jefferies		T-Altered	**8.18**	160.10
Mike Cload		Chev Camaro	**8.19**	166.85
Pete Lormans		FE Dragster	**8.22**	157.4
Euan Mark		T-Bucket	**8.30**	159.15
Neville Smith		Altered	**8.32**	150.82
Rob Boyce	Rob Boyce Racing	23 T Altered	**8.38**	155.70

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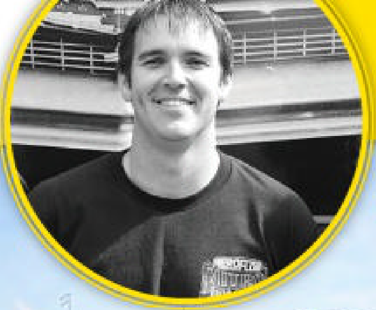

MORICE MCMILLIN

pepperr
AEROFLOW
CAPCO

KIWIS CAN FLY

THREE TOP FUEL CARS IN THE 300MPH-PLUS CLUB; AEROFLOW TEAM DOMINATES AT EAST COAST THUNDER; THE FIRST ROUND OF THE AUSTRALIAN 400 THUNDER CHAMPIONSHIP

We ran the Aeroflow top fuel funny car at Willowbank Raceway earlier this year as an exhibition bracket, and, with the East Coast Thunder scheduled for 4–5 November, it was going to be the opening round for the Australian 400 Thunder championship; we had a lot of work to do! In typical Aeroflow fashion, we went big, adding not only a second car but also a third. Brandon Gosbell was going to drive the Rocket funny car, and Justin Walshe was going to drive the Harts Charger. As a team, we are used to running multiple cars; we have run as many as nine Outlaw nitro funny cars at a single event. But let me tell you, driving three top fuel cars is definitely harder and more work.

These cars need nitro, money, and a lot of work. They need more than 8–10 people per car, parts worth tens of thousands of dollars, and more tools than most workshops have. Not only did we have to put these cars together, we also had to put the teams together. Before the East Coast Nationals, the guys in the shop worked so hard to make sure we had three good cars and teams. There aren't many people in the world who can run three top fuel funny cars, let alone build teams when parts are hard to find. But here we were, giving it a red-hot crack.

> I KNEW IT WAS GOING FAST BECAUSE I'D NEVER FELT NEGATIVE GS LIKE THAT

Before the race, I had only one goal: to finish with all three of our cars running in the fours at more than 300mph (483kph). During testing, both Brandon and I ran fours; Justin ran a best of 5.09, but race conditions were very different.

The race was to take place over two days, with two qualifying runs on Friday and the race on Saturday. The Ninja, which is what we call the Aeroflow car, hadn't been driven since the Winternationals in June, and it got a new clutch controller for this race, so round one of qualifying was a bit of a guess.

The Ninja got off to a really decent start, with an early shutdown of 5.0 at 280mph (450kph), while the Harts and Rocket cars only managed to run in the high fives, due to a few technical issues. The second round was scheduled to take place at night. Although I may be slightly biased, I don't think there is anything cooler than a top fuel funny car at night with header flames over the roof. I was really looking forward to this round because it would be Justin and Brandon's first night pass in these cars.

As I geared up and got ready for battle in the Ninja, we were going head to head with Justin Walshe. When the car left the starting line for the first quarter of the track, I thought, "Hmm, this is not that fast." However, after that, it was like taking off again. The car kicked me in the backside, sat me back in the seat, and I thought, "Wow, this is hauling."

The cabin was full of clutch dust, the engine was roaring, and I thought, "Ah, now we're getting somewhere." At three-quarter track, I put one hand on the parachute lever, and, before I knew it, I was at the finish line and needed to pull it out. As soon as the chute blossomed, I knew it was going fast because I'd never felt negative Gs like that before.

When I got out, I did an interview for TV. They told me I ran a 4.93. I was pretty damn happy. What they didn't say was how fast we went. When the crew told me we went 328mph (527 kph), I was shocked and didn't know what to think.

Grant Downing, Anthony Marsh, and I had all run 315mph before, which made us the fastest Kiwis. I was stoked to be on the same list as them,

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but to have gone even faster was like a dream; I'm still pinching myself over it.

Despite the fact that the Harts and the Rocket cars didn't have the finest runs, we were able to qualify in first place.

On Saturday morning, the goal was to get all three cars into the fours. Brandon did this in the first round by driving the Rocket car to a 4.89 at 328mph, while we took the Ninja for a solo run and got a 4.96 at 325mph.

The second round was one of those races that makes you go: Wow! when you think back on it. I was excited for the round and cut a great .041 light against Justin's .099. I didn't see Justin the whole lap, and the Ninja threw a blower belt right before the finish line. I was thinking the pass was fine, but nothing special. When I got out at the other end, the TV crew ran over to Justin and his car, so I thought to myself, "Hmm, maybe he beat me and I just didn't see him." Then the crew came down and said we had won on a holeshot; our 4.998 beat Justin's 4.997, with both cars at over 300mph. I absolutely lost it with excitement — not because we won but because there were three cars in the four-second zone at over 300mph, and to help someone else achieve a lifelong dream is so gratifying; to see Justin and his crew so excited was just absolutely awesome — I knew that the Harts car could do a number with Justin Walshe behind the wheel.

What this did was set up a final between myself and Brandon in the Rocket car; on paper it was going to be epic. Brandon had the quicker car, having run 4.89, but had only made the one full pass, whereas I had not run as fast, with 4.93, but had run fours for three of my four times down the track. I knew I had to be on my game on the start line to make up any advantage I could. Well an .031 light to Brandon's .120 was a good start; the Ninja tried to rattle at half-track but I drove through it. I couldn't see Brandon and thought to myself, "This is going well," then, about 30 metres before the finish line, the front of his car popped out in front and by .04 of a second he pipped us to the line. A 4.9 beating our 5.0, with both cars running over 326mph, was an awesome way to finish the event.

I would have told you it would be a dream come true if you had told me before the event that we would get all three of our team cars into the four-second range at speeds of over 300mph, on top of which I, personally, had three runs over 325 mph, the slowest run of the weekend was a 5.0, and we had number one qualifier and runner up. The six crew members, led by car chief Gareth Rogers, are all Kiwis, as are Monique Mcmillin, Brooke Margetts, Adam Prestney, Jeff Dobson, and Wayne Rogers. It was a true example of 'Kiwis can fly'.

ROCKET
AEROFLOW
BOOSTED
ROCKET
AEROFLOW
HARTS
PAINT SUPPLIES GOLD COAST
ROCKET
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AEROFLOW
PERFORMANCE PRODUCTS
AFFORDABLE QUALITY AND PERFORMANCE
PROFESSIONAL FLUID TRANSFER SYSTEMS
AND PERFORMANCE PRODUCTS
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HUNTING T-REX

THAT 1959 CADILLAC SEEMED LIKE A SPACE-AGE ROCKET SHIP

Funny how there are some tiny moments that, no matter how inconsequential they might be against the big picture of life, we just never forget. For me, one of those lifelong unforgettable moments happened at, of all places, the then-new Greenlane McDonald's fast-food restaurant on the corner of Greenlane Road and Great South Road in 1989. I'd only just shifted — as a 28-year-old semi-adult — from hometown Whanganui to the big smoke of Auckland.

Back then, American cars were nothing like as plentiful in New Zealand as they are today. Sure, we had a few '55 Chevs and mid-'60s Impalas on our roads, but they were mostly New Zealand–new, plain-Jane, four-door derivatives, originally purchased by wealthier folk — often farmers — back in the days when you had to have overseas funds to bring in a car from the USA without being hit with impossibly restrictive tariffs and import duties. It was a rare thing to see an American car on New Zealand roads 40 years ago — especially outside of Auckland — and we almost never saw any of the really cool stuff such as coupes, convertibles, or pillarless station wagons.

To put that into some perspective, I'd been an American car lover and going to car events since the mid 1970s, and it wasn't until around 1985, at the Palmerston North swap meet, that I saw my first Tri-5 Chev sports coupe in the flesh. When my hometown hero, Fred Mann, and his mates did a two-door conversion on his four-door '55 Chev in the 1970s, they had to work out the length of the doors by scaling them from photographs of cars in magazines, because there simply weren't any real two-door cars to go and measure.

It was against that car-starved backdrop that, on this particular day, I was sitting with my wife of the time, and three kids who were very young, in a booth at the Greenlane McDonald's, aimlessly looking out through the big windows, southwards down Great South Road, absorbing all the sights and sounds of the big city after a lifetime of living in the provinces — still being thoroughly amazed by it all.

I saw it approaching from the south, on Great South Road, and slow to a stop at the traffic lights, indicator on, about to turn right into Greenlane Road towards the Southern Motorway interchange. It was something I'd never before seen in the flesh in my life. I'd seen them in pictures, and seen them in movies, but never for real. Bursting out amongst a sea of 1980s Datsun 1200s and Toyota Corollas and Honda Civics, which all caused an XD or XE Falcon to look enormous, was an honest-to-God real-live 1959 Cadillac. It was a coupe; I don't know if it was a Series 62 or a Coupe de Ville, but it was a coupe, and it was white. And it was gigantic and beautiful in equal measures.

My first view was of the car's absolutely massive frontal width, with its double grille and its jet intake–like park lights housed within the enormous front bumper. Utterly mesmerised, I watched — as if time stood still for a few seconds — as this all-time undisputed king of the dinosaurs slowly swung right at the intersection, lumbering ponderously on its sumptuously soft suspension, dazzling me with its gorgeous wrap-around windscreen and its outrageous bulbous fuselage-like side styling, which ran through the enormous doors and all the way down through the massive rear quarters that seemed to be longer than the entire cars surrounding it. Then, those tail fins — those astonishing sky-high chrome-peaked tail fins, which would have been just as at home on a fighter plane or a spaceship! I learnt many years later that they were modelled on the Lockheed P-38 fighter aircraft's twin tail planes by GM's flamboyant chief designer, Harley Earl.

As the gorgeous Cadillac accelerated smoothly away from us towards the motorway, I was left with the image of its extravagant rear end firmly etched in my mind; its twin bullet-like taillights protruding from each fin, and its rear assembly dripping in chrome from the top to the bottom, ending in brake lights that looked like glowing jet exhausts and lit up like afterburners with every application of the brake pedal.

That, right there, was one of the most inspirational 'car moments' of my life. In the space of 30 seconds, all of my boyhood fantasy-land memories of *Captain Scarlet*, *The Jetsons,* and the *Thunderbirds* were brought to life for me. As a kid in the 1960s, those were the TV shows that always captured my imagination and interest, and suddenly, there it was: a real-life, adult-scale, Jetson-cool thing that was reaching out to my sense of taste and appreciation of style like nothing else ever has, before or since.

That 1959 Cadillac seemed like a space-age rocket ship that, without warning, had landed into my conservative little world, and changed my benchmark of what was cool forever. I was astonished at the size of the thing, and overawed by the opulent, extravagant, and outrageous styling. Even though I'd already owned 30 or 40 full-sized Australian and American cars by then, that 1959 Cadillac coupe redefined and redirected my appreciation for, and love of, American cars to a new level, shifting my focus beyond the sedate American cars I was comfortably familiar with, and away towards the more flamboyant and outlandishly styled examples of Detroit's wild imaginings.

The whole experience probably took 30 seconds, but it left me speechless for minutes. Until that point in my life, unlike a lot of my friends, I'd never had one specific 'dream car'. Because I loved so many different American cars, I couldn't single out any one car among all the beautiful vehicles built in Detroit between the 1930s and the 1970s. But I sure did then. At that moment, the 1959 Cadillac became my dream car. Then, after weeks and months of thinking about 1959 Cadillacs, and reading about them, I resolved that I was going to own one.

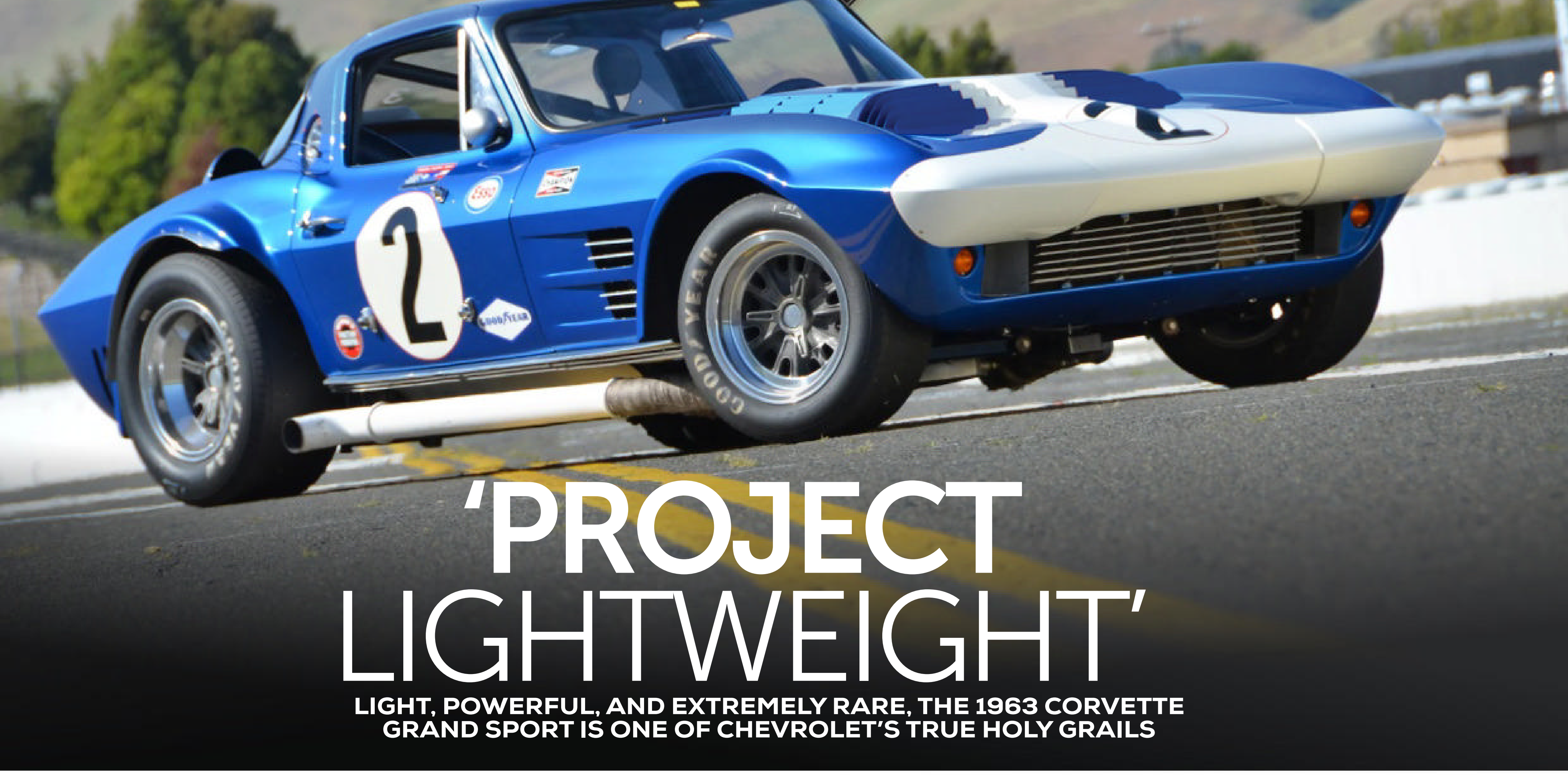
When the time came to have my first trip to the States two years later, I sold my 1967 Chev Impala sport sedan, which I'd owned and loved for many years, and started making plans to find and buy my own T-Rex — my own 'king of the dinosaurs'.

Planning something like that way back then wasn't like planning a car-buying trip now. With no internet, and no access here in New Zealand to what was for sale in the USA, it was going to be a matter of getting there, asking around, looking around, and trawling through newspapers and community magazines.

That trip to the US of A in 1992 was the beginning of quite an adventure, and the realisation of my 'dream car' that, 30 years later, is still a part of my life — which both delights me and frustrates me.

I'll tell you about my hunt for T-Rex next month …V8

PETER KELLY



'PROJECT LIGHTWEIGHT'

LIGHT, POWERFUL, AND EXTREMELY RARE, THE 1963 CORVETTE GRAND SPORT IS ONE OF CHEVROLET'S TRUE HOLY GRAILS

In early 1963, five unique and very fast C2 Chevrolet Corvettes were built. The fact that each of those five still exists today is probably a very good indication of how special they are — they even survived the '60s and '70s, when all manner of crimes against enthusiasts were committed as rare cars of the era were crashed, crushed, and abandoned with little regard to their future holy grail status.

Known internally as 'Project Lightweight' and externally as the 1963 Corvette Grand Sport, these five wild machines — two built as roadsters and the other three as hardtops — would become the ultimate and most desirable Corvettes ever built.

To discover how this unicorn of the American sports car world edged its way into existence we need to start at the very beginning, with a legendary personality who would become forever linked to the Corvette. The story begins in 1953, when Belgian engineer and professional circuit racer, Zora Arkus-Duntov, first laid eyes on the C1 Corvette at a Motorama event in New York City. Duntov, a Jewish refugee who'd barely escaped Paris in 1942, with the Nazis nipping at his heels, is said to have been enamoured with the C1's body design but disappointed by the engineering underneath.

Instead of just saying "Oh well", as anyone else would, Duntov went home and wrote a letter to Ed Cole, the chief engineer at Chevrolet at the time. In the letter, Duntov laid out his thoughts on the Corvette, then explained how much he'd like to work on such a beautiful car. As a way of showcasing his abilities, he included a technical paper he'd drawn up that proposed an analytical method of precisely calculating a vehicle's top speed. Cole was impressed, to say the least, and within weeks Duntov was in Detroit starting his new job as Chevrolet's assistant staff engineer.

Over the next few years, Duntov rose through the ranks at GM, making big waves as he went. He's credited with playing a part in changing Chevrolet's image to make it more appealing to younger buyers and enthusiasts, as well as bringing the small block V8 and four-wheel disc brakes — a first for America — to the Corvette.

Next on Duntov's hit list was taking it to the Fords, Ferraris, and Porsches that had been dominating the international endurance racing scene throughout the late '50s and early '60s.

MARTINI & ROSSI
WORLD FAMOUS
VERMOUTHS
Johnson
DEPENDability
80

While the upcoming C2 Corvette ZO6 was a potent machine, it was going to need some serious revisions if it was to compete with the Shelby Cobras, Ferrari 250 GTOs, and Porsche 718s that had been tearing up circuits across Europe and the US.

In mid-'62, Duntov quickly got approval from Chev's general manager and motorsport enthusiast, Bunkie Knudsen, to build 125 new race cars. The problem was that — officially, at least — GM was still adhering to the 1957 gentleman's ban on racing that had come about after the Le Mans disaster in that same year.

The plan was to build the 125 cars — the number required for European FIA homologation — in a clandestine fashion, and then sell each car to private teams around the world that may or may not have had varying degrees of unofficial factory support, in theory skirting around the manufacturer-backed racing ban. This reasoning was shaky at best, and meant that a skunk works style of operation was the order of the day.

The new endeavour was dubbed 'Project Lightweight' for a reason. Starting with an alloy tube frame ladder chassis and birdcage, the car received new paper-thin fibreglass body panels that lacked any type of gel coat, while handmade alloy and magnesium parts were knocked up to replace factory pieces wherever possible, and lighter organic aviation glass was used all round.

Weight was drastically dropped under the bonnet, too, thanks to the use of an angry aluminium 377ci small block V8 sucking down air and fuel through four 58mm side-draught Weber carbs and producing somewhere in the realm of 550hp.

The result of all this dieting was an incredible kerb weight of 862kg — down from the stock car's 1451kg. Combine this with the small block's impressive power output, and Duntov had a very, very fast car on his hands.

Initial testing — which was completed using a heavier fuel-injected 327ci production engine as the new alloy unit wasn't ready — showed that, while the car was exceptionally quick, it did have some aerodynamic problems, most noticeably a tendency to lift the front end at high speed, resulting in light and sometimes non-existent steering when the driver needed it most. This was quickly rectified with substantial amounts of venting on the front end, bonnet, and arches of the number 001 test car before work got started on the initial run of production vehicles.

Of course, the team never got close to building the 125 cars that were planned, with only five materialising before the hammer of bureaucracy began to fall. Interestingly though, it wasn't the flouting of the racing ban that particularly bothered the suits at GM — it was actually a concern over the US government's anti-trust regulations, which aimed to stop some of the largest companies in the country from creating monopolies. The concern was that, should Chevrolet reach a 60 per cent market share, the government could force the company to split up in order to reduce its size — and Chevrolet was starting to come close.

With that in mind, the GM round table set its sights on Project Lightweight just as it was getting off the ground, reasoning that these machines had so much potential to dominate the competition that they might drastically boost Corvette sales across the country, thereby pushing Chevrolet over the dreaded 60 per cent line.

With that, the programme was cancelled and GM ordered that all five cars be crushed.

Duntov wasn't going to have that, though. He still needed to prove that his Grand Sports were faster than any of the competition, so two of the five cars were hidden under covers in a seldom-used part of the factory, while the other three were given to trusted privateer racers, who began campaigning them to mixed results, due mostly to teething issues and a lack of factory support.

Vindication came during the famous 1963 Nassau Speed Week in the Bahamas. This event had become the ultimate playground for hard-driving and hard-partying teams to show what they were made of, both on the track and at the bar. The three hardtops, numbers 003, 004, and 005, were shipped to the island and, due to the delicate circumstances, the 'private' team was superficially headed by Texas oil tycoon John Mecom Jr while a handful of Chevrolet engineers just happened to be taking a well-earned vacation on Nassau at the same time.

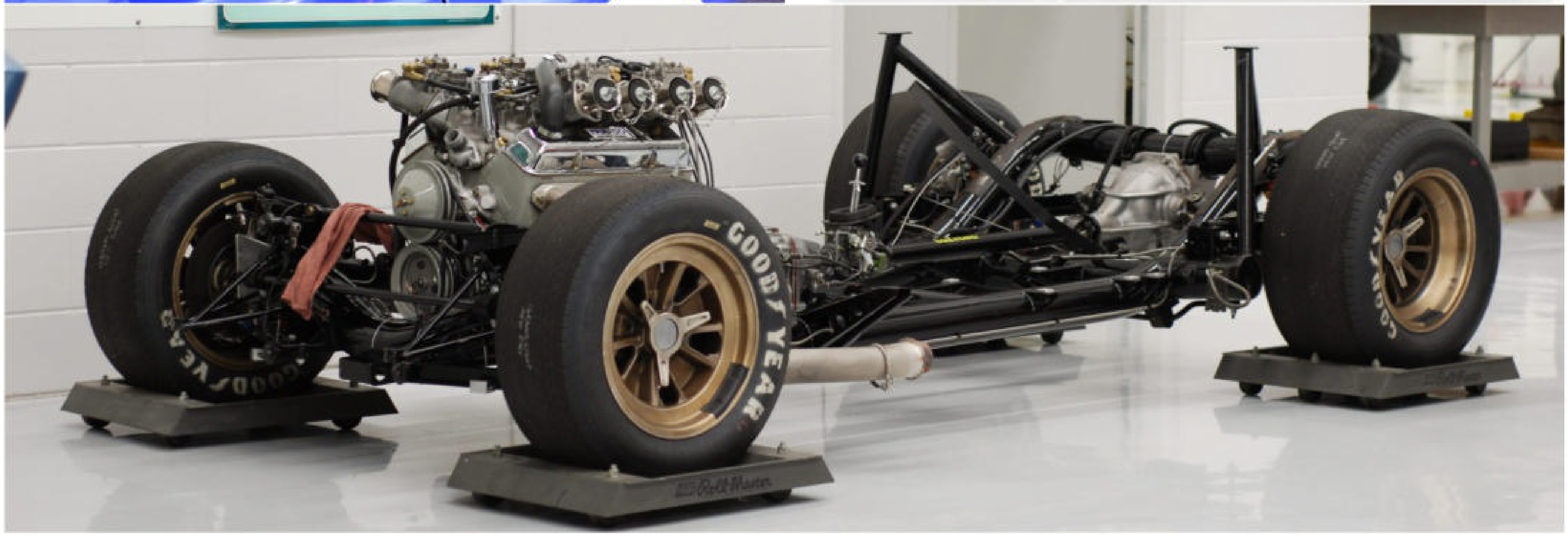
The Grand Sports qualified at the front of the grid, but had to drop out during the first Tourist Trophy race due to cooked differentials. In an incredible stroke of luck, one of those holidaying Chevrolet engineers just happened to have packed a couple of diff coolers in his luggage and was able to help fit them up.

The Governor's Cup, which was the next race at Nassau, delivered, with the cars finishing third, fourth, and sixth overall — well ahead of their main rivals in attendance, Shelby Cobra and Ferrari 250 GTO. This proved that Duntov had the right idea, and even Carroll Shelby in later years said that his own success with the Cobra was only thanks in part to GM refusing to support the Corvette Grand Sport.

After Nassau, Duntov hoofed it back to home base, where he excitedly pulled numbers 001 and 002 out of their hiding places and began updating them with what had been learnt in the Bahamas — including chopping the roofs off both cars to turn them into speedsters.

The aim was to dominate the 1964 running of the Daytona endurance race. However, it wasn't to be. Word of the success in Nassau got back to the top brass at GM and they'd had enough of Duntov's sneaking shenanigans, ordering him to shut the programme down for good this time. Thankfully, though, all five cars avoided the crusher and ended up in private hands, where they remain today as some of the most valuable and desirable Corvettes on the planet. If and when one of these cars comes up for sale again, it'll no doubt command many millions at auction.

Thankfully for us mere mortals, companies such as Superformance and Mongoose Motorsports have been building and selling excellent replicas for many years. Although they're not going to have the pedigree of the real deal, the looks, the performance, and the pure presence of these iconic cars are all up for grabs for anyone willing to part with the much more manageable sums that these companies are asking. Seems like a pretty fair deal to me.



Summer START UP!

THE EVENT MAY BE CALLED 'THE SIDE SHOW', BUT IT'S DEFINITELY SUCCESSFUL ENOUGH TO BE A MAIN EVENT

WORDS AND PHOTOS: GREG STOKES

You couldn't have asked for better weather for the Trouble Bound Hot Rod Club (HRC) Side Show at the Glenora Rugby League Club in West Auckland in October. The day was a taste of the hot summer coming and it set the perfect mood for a great day of cool cars, good people, and an even better attitude. The club's first Side Show was back in 2018 at the Oratia Bowling Club but it was quickly clear that a bigger venue was on the cards. "We tripled the size of the venue this year and tripled the turnout!" said Trouble Bound's Shane Adlington.

The club of mostly second-generation hot rodders was founded in 2010 and self-describe themselves as a group of friends with a drinking problem who are into cars. It is this like-minded attitude that enables club members to not take things too seriously but have enough class to step up when the occasion presents itself. The Side Show is a case in point, as all proceeds from the gold-coin entry fee went to West Auckland Hospice — how cool is that?

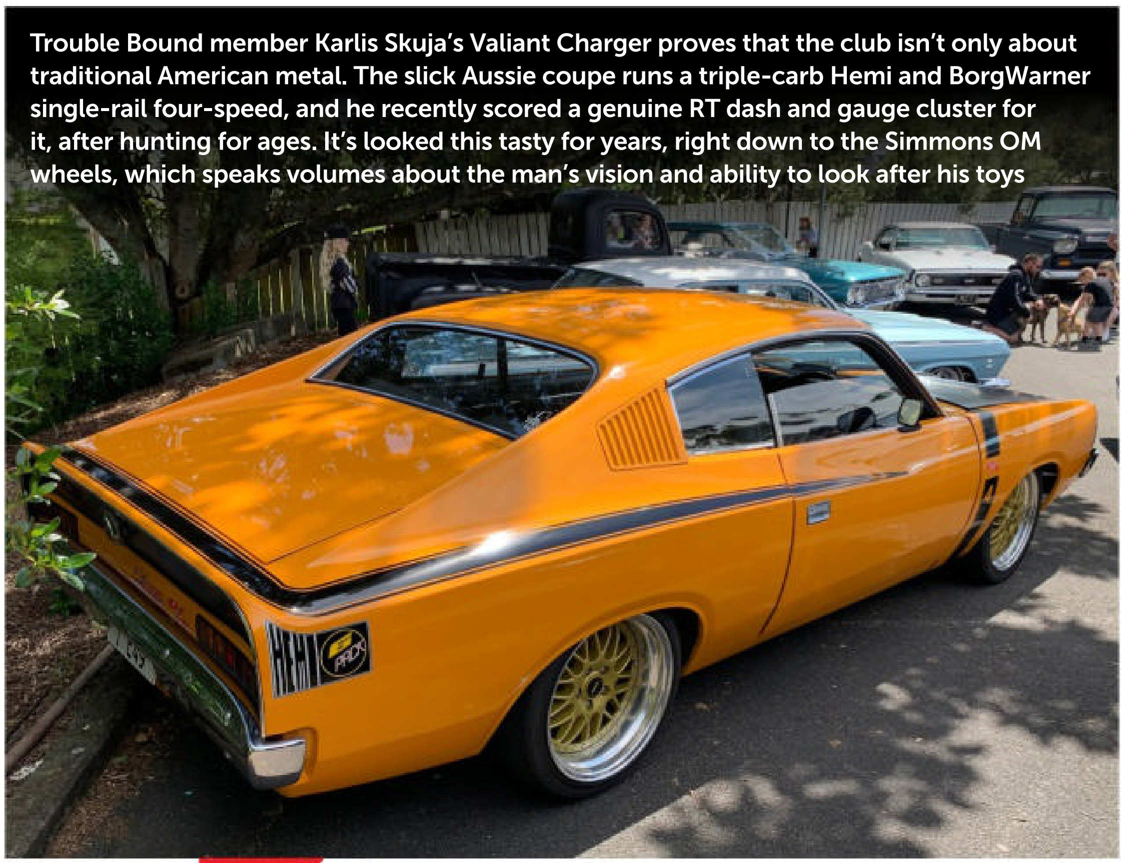
To backtrack a little, when the club was starting the NZHRA affiliation process, some of the older generation hot rod clubs voiced concern for the youth and their reckless drinking. That all changed when they were reminded that most of these 'older' guys played up much worse in their day! >

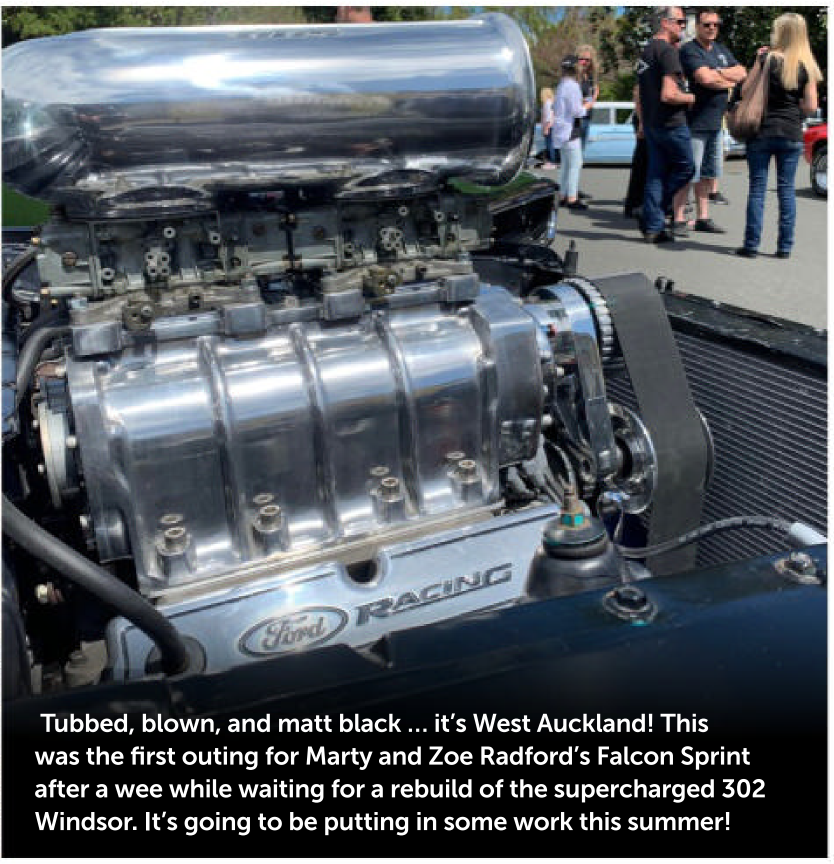
GR8VBE
YQ7185
DODGE

Russell Long's Model A Tudor is a familiar sight out west, but it's the kind of car you need to see up close to fully appreciate. It hasn't been built just to look the part — with a 415ci high-compression small block, transbrake Powerglide in place of the Tremec five-speed it originally had, and wild 5.14:1 diff gears, everything about the car has been done in pursuit of speed

Mark Wakeling's sled scrubs up all right. It might look a little too nice to be here, but this was just the ticket for the 1952 Plymouth to take home the Club Pick trophy for the day

Bruce Swallow's Model A coupe might claim to be a 'CRAP A', but that's not quite the truth — it's an all-steel body with a five-inch chop and four-inch channel, a 406-cube small block, TH350 and nine-inch … and, more important, is fully road legal


Trouble Bound member Karlis Skuja's Valiant Charger proves that the club isn't only about traditional American metal. The slick Aussie coupe runs a triple-carb Hemi and BorgWarner single-rail four-speed, and he recently scored a genuine RT dash and gauge cluster for it, after hunting for ages. It's looked this tasty for years, right down to the Simmons OM wheels, which speaks volumes about the man's vision and ability to look after his toys


Tubbed, blown, and matt black … it's West Auckland! This was the first outing for Marty and Zoe Radford's Falcon Sprint after a wee while waiting for a rebuild of the supercharged 302 Windsor. It's going to be putting in some work this summer!

JUST GOOD OLD-FASHIONED FUN LIKE IT HAS ALWAYS BEEN

The 15-member-strong club of guys and one gal sure knows how to have a good time, and it is that carefree attitude that makes Trouble Bound HRC and the things they do such a great success. The names Adlington, Hornblow, Rainbow, Jones, and Watkins are well known in rodding circles, and the younger, second-generation owners of these names have grown up in the scene long enough to remember what it was like when rod runs visited pubs for lunch. They also remember the fun times of grasskhanas and other forms of sustained loss of traction. But most of all, it's about the camaraderie of like-minded people enjoying good times with cool cars, great people, and good music.

"Side Show came about as we were actually planning a bigger show with a theme, but the council pulled the venue on us," says Shane. "So we decided to do a smaller and easier show, hence the name 'Side Show' — perhaps this will morph into the Larger Show? The first Side Show was in 2018, then 2019, then we missed a few years due to Covid. In amongst it all was our 10-year anniversary run at Cooks Beach," he adds.

Although Trouble Bound HRC is a younger generation club — even though some of the members grew up in the scene — it has been around long enough now to have a good following. Which is why this year's Side Show was so well attended — because of the respect and appreciation that people have for Trouble Bound.

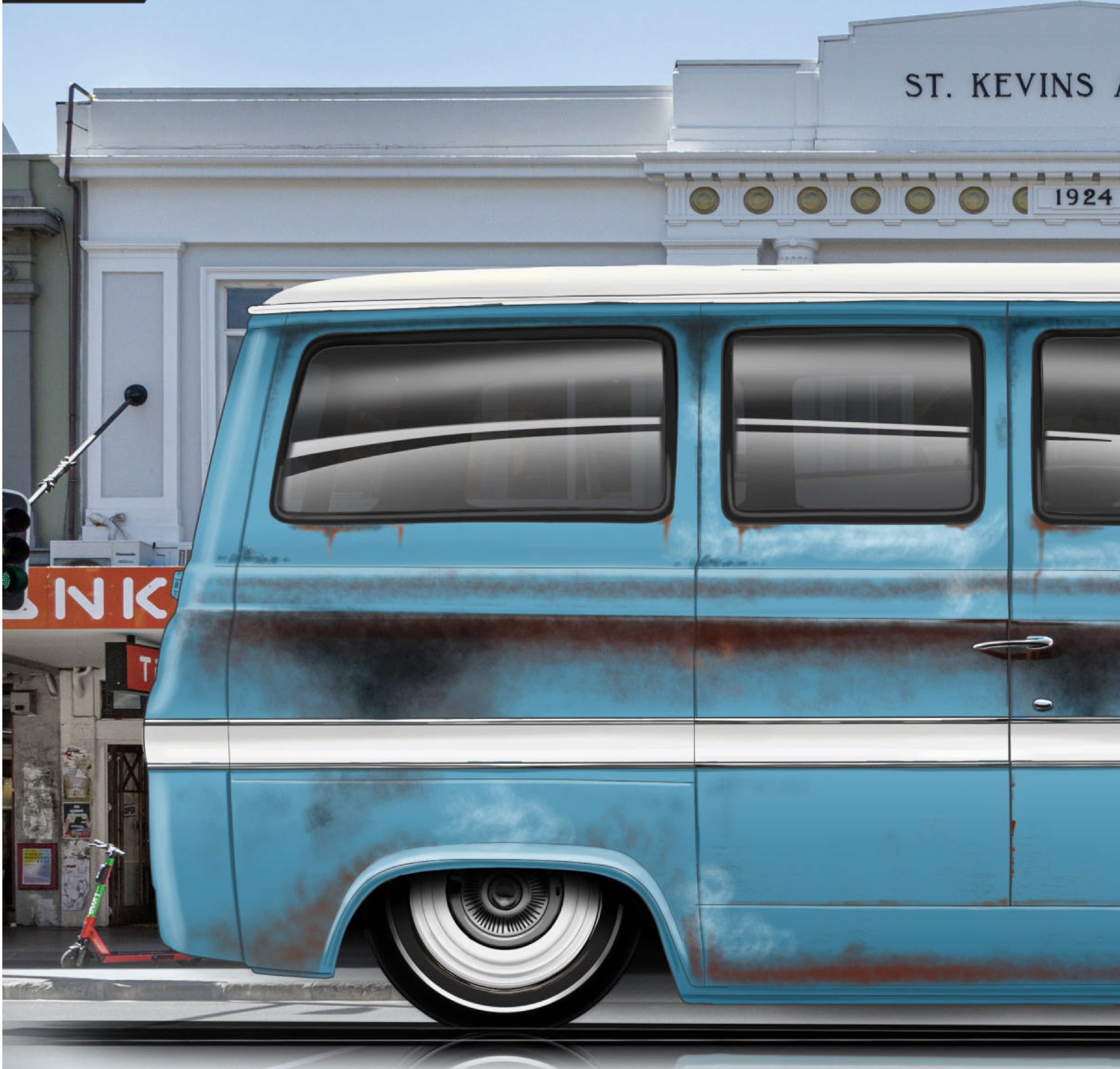
The show officially kicked off at 1pm, and by midday there was already a good turnout of a wide cross-section of vehicles. By 2pm, the 'full house' sign was out, with a

Don't let this photo fool you — there were more than a handful of mullets in attendance, and lots more than just one Lion Red big bot consumed

great line-up of motorcycles, hot rods, customs, street machines, and muscle cars. The lesson here though is that if you want to go home early, don't park at the back! One of those cars people were happy to see stay around was Mark Wakeling's Plymouth-based sled. The car was deservedly chosen as Trouble Bound's Club Pick. The mild deep black paint, slammed stance, and point of difference of being a Plymouth sure made a statement as it rolled in.

Being West Auckland based, the choice of attire was simple. Amongst a sea of black T-shirts around all the neat cars on display were a couple of food trucks, and inside the Glenora clubrooms was a fully licensed bar and more food available. As expected, the day also had an excellent family vibe, and that was cool to see. Also cool to see was no coffee cart, no power parking, no grandstanding, and no egos! Just good old-fashioned fun like it has always been for many. To conclude, Trouble Bound's rules are simple: no yellow cars, no Mustangs, don't be a dick, and have fun! Amen to that! V8

CONCEPT: CAL THORLEY **ILLUSTRATION:** CALLUM TAYLOR — OILSLICK CUSTOM ART & PINSTRIPING



BARRAVAN

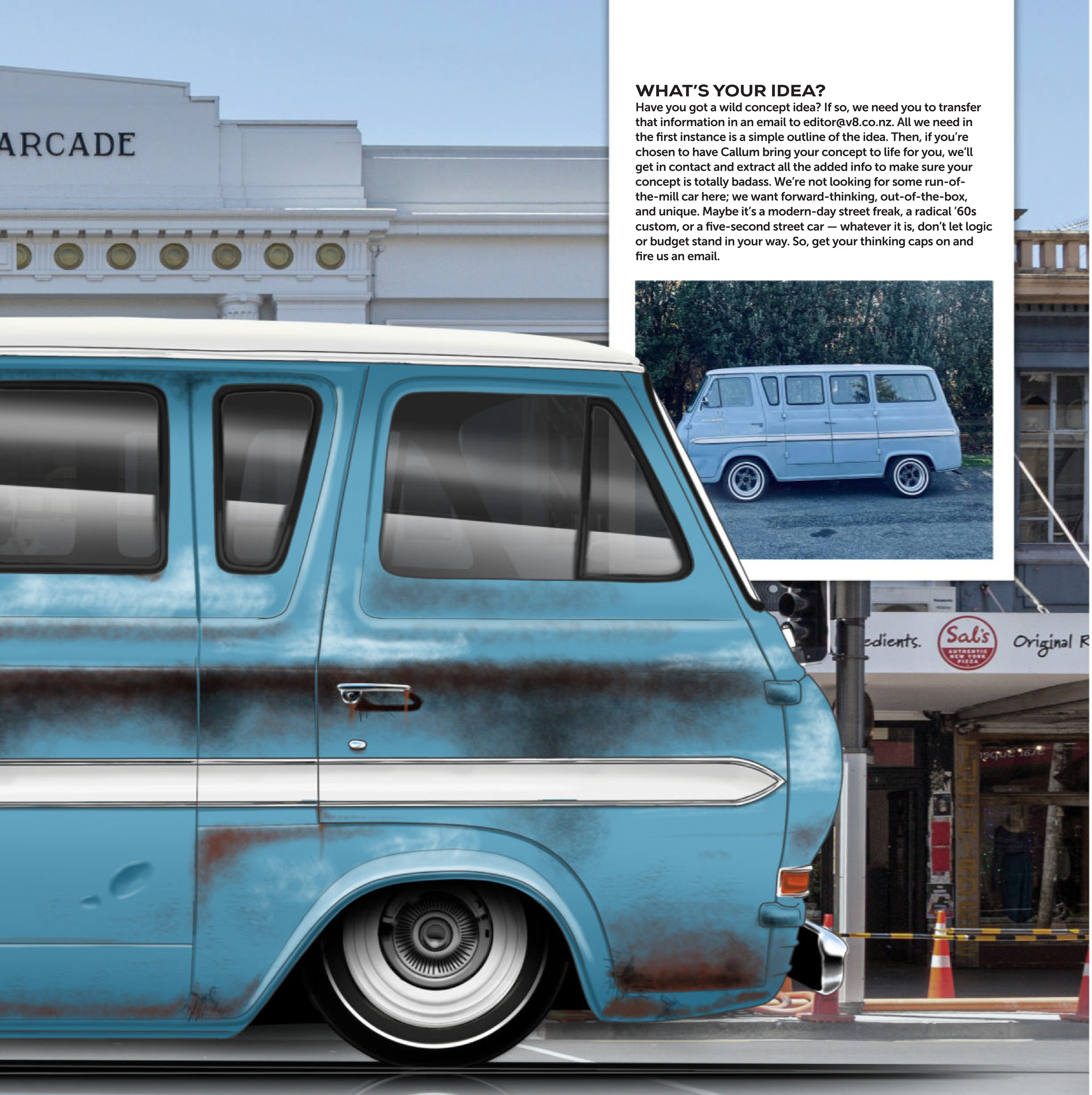
WE'VE ALL GOT CRAZY CAR CONCEPTS IN OUR MINDS; NOW IS THE TIME TO SEE YOUR IDEA BROUGHT TO LIFE IN RENDER FORM

Cal Thorley needs no introduction as the man behind *Hot Rod Revue*, many series of *Repco Muscle Garage*, and various other automotive TV shows. What some may not know though is that Cal rocks a '64 Ford Club Wagon van to carry all his camera gear around in. Wanting to give it a bit of a makeover, he hit us up to see what we could do with it for this month's concept, giving us some ideas and leaving the rest up to us … Here's what we came up with.

The '64 Club Wagon is described as an original, drivable time capsule. Sure, the paint has seen better days, but it still looks decent given that it's the same coat applied from the factory. That faded blue hue is ideal for a 1960s

WHAT'S YOUR IDEA?

Have you got a wild concept idea? If so, we need you to transfer that information in an email to editor@v8.co.nz. All we need in the first instance is a simple outline of the idea. Then, if you're chosen to have Callum bring your concept to life for you, we'll get in contact and extract all the added info to make sure your concept is totally badass. We're not looking for some run-of-the-mill car here; we want forward-thinking, out-of-the-box, and unique. Maybe it's a modern-day street freak, a radical '60s custom, or a five-second street car — whatever it is, don't let logic or budget stand in your way. So, get your thinking caps on and fire us an email.



surf van. Load it up, turn on Surfin' USA by the Beach Boys, and you're ready to go. Cal does remark that a newly painted white pearl roof would work a treat and give it a good contrast, and not willing to stop there, he devises a few methods to spice things up — starting with the altitude.

A set of lowering springs would not be enough to get the ride height down to the appropriate level; instead, a programmable air-ride suspension system would be required. A Ridetech ShockWave package, E5 controller, and Heidts independent front suspension (IFS) configuration would put the Club Wagon in an ideal position for driving activities. We can tell Cal was raised correctly when he doesn't propose any of the normal horrible Kiwi wheel selections and instead chooses a nice pair of 14-inch steelies accented with R-code Galaxie–style dog-dish caps and slender whitewalls.

Turning our focus to what propels the van, its present in-line six-cylinder engine producing 100hp the Club Wagon would need a notable improvement in the oomph department. While Cal advises "LS it", which isn't a terrible idea, as it's cheap and dependable horsepower, we decide to leave it Ford powered. While your initial thought is probably Ford's Coyote five-litre, we'd recommend one of Ford's strongest six cylinders, the Barra 310T, which produces 436hp and 425ft·lb of torque. The change would be significant over its present 100hp and add a unique touch over the common V8 swap.

The van's blank-canvas interior leaves many options, but there are two avenues you could venture down — one being full custom with plenty of seating or bedding, and the second, leave it as it is, with seating for the driver and co-driver only. Cal says he wanted "crazy and to utilise the double doors", and we would agree with him on that. With all the comforts of modern suspension and reliable engine power, it makes sense to overhaul the interior with easy-maintenance black vinyl panelling, a double bed set-up, and a black double-stitched beach seat as our choice. A Dakota dash to monitor vitals wouldn't go amiss either, and while we have your imagination running, let's throw in a full sound system and options for some inside lighting and powering a fridge.

The '64 Club Wagon model has been retired for more than 50 years, and the compact van is slowly but surely becoming a collector's item. Without a question, this wicked little van would turn heads when it's finished, and there was a time when bespoke vans were the thing to do, although not so much these days. History, as they say, repeats itself, and we could witness that with Cal and his trendsetting custom van. V8

BYGONE ERA

AFTER MANY YEARS OF WISHING AND WANTING, THE DREAMS OF ONE LADY FINALLY BECAME A REALITY ON 24 SEPTEMBER 2022 WITH THE FIRST-EVER RUNNING OF VINTAGE FEST NZ, A CELEBRATION OF YEARS GONE BY

WORDS AND PHOTOS: ROD DUNN

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BUGRU

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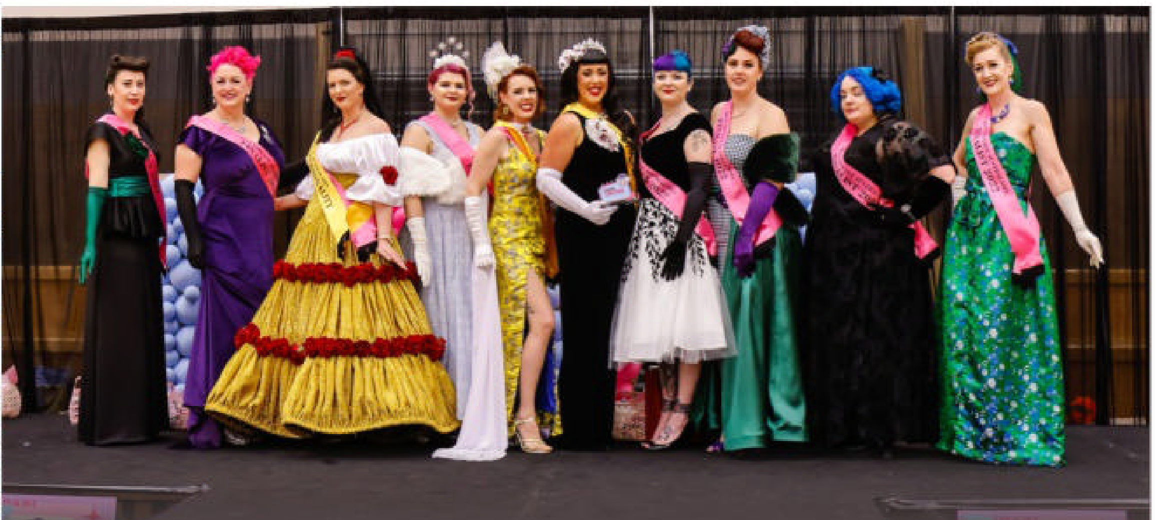
MICRO CAR CLUB OF NEW ZEALAND

SQ
1958 THUN



The Miss Vintage Australasia comp attracted not only a number of lovely ladies but also a sizeable audience from among the crowds enjoying the festivities. Over the course of the day, the 10 ladies were judged on three categories: day wear, summer wear, and formal wear. The three judges faced a difficult task, but, once the numbers were crunched, Angel Blush (fifth from the right) came out on top while Miss Jazzylicious (sixth from the right) was runner-up

ELL1EZ
33 FORD PICKUP

With the Canterbury car scene being as healthy as it is, there are not many weekends throughout the year without some form of automotive event. Even over the winter months, there is a large number of shows, cruises, and club get-togethers to keep everyone from complaining about having nothing to do. Despite the vast array of activities to choose from, Sharvelle Charlotte saw the opportunity to realise a dream — an idea she had had for quite some >

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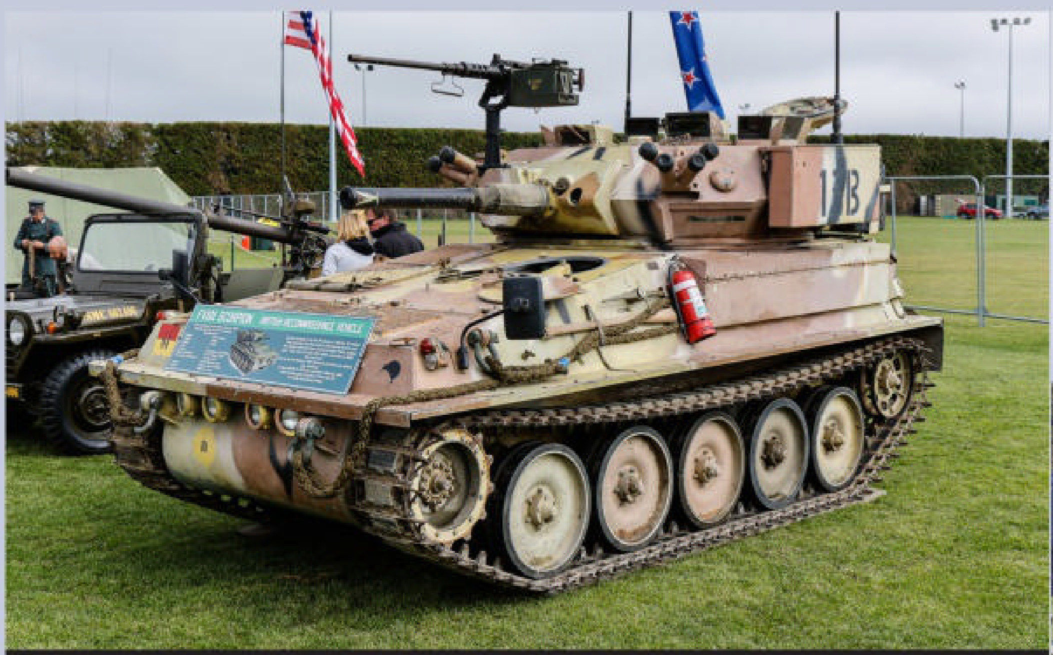
THE THEME FOR THIS YEAR'S EVENT WAS WARTIME AND THE VICTORY ERA

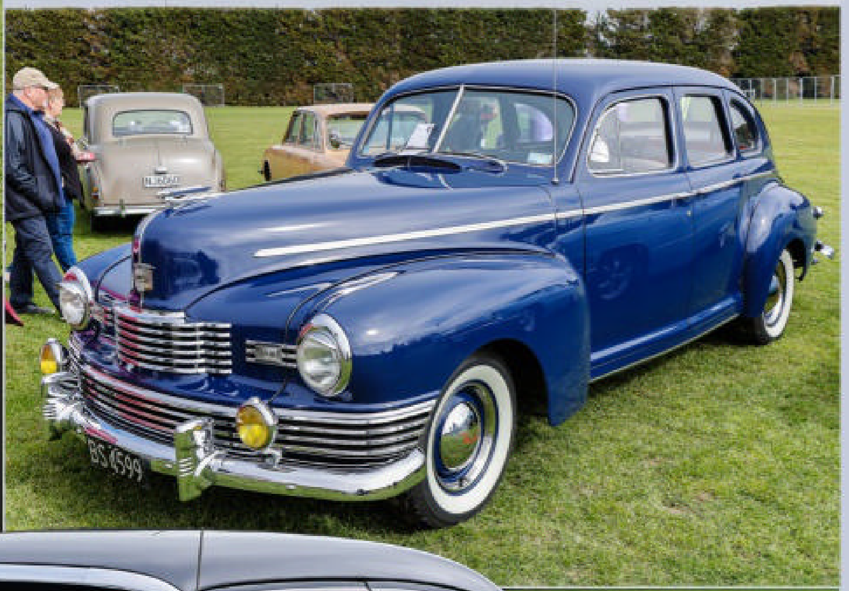
time: that of holding her own event. The concept was not just to celebrate the automobile but for the gathering to encompass everything she enjoyed. So, plans were hatched for Vintage Fest NZ.

The theme for this year's event was Wartime and the Victory Era and, with the support of friends and several sponsors, things got underway on 24 September at the Lincoln Event Centre. The venue offered a large indoor area as well as plenty of green space outside for the car and military displays, while a ring of stalls around the perimeter of the stadium sold all manner of products befitting the theme. >


FV101 SCORPION BRITISH RECONNAISSANCE VEHICLE

One of the cool vehicles that turned up as part of the Military Display was this FV101 Scorpion British reconnaissance vehicle. Manufactured by Alvis in Coventry, these were first introduced to the British Army in 1973. Weighing in at a little over eight tonnes and powered by a Jaguar J60 4.2-litre petrol engine, 26 of these vehicles were purchased by the New Zealand Army in 1982, but they became obsolete due to mechanical issues. They were eventually sold off to other countries, with just two remaining in New Zealand, one in the National Army Museum at Waiouru, and this one belonging to a private collector

Steve Beetham has an absolute beauty here: a 1947 Nash Ambassador. With its beautiful blue paint and plenty of chrome, it certainly attracted a lot of attention throughout the day. Produced by Nash Motors from '27 until '57, the cars were built to compete with other luxury cars of the time such as Cadillac and Lincoln. Nicknamed the 'Kenosha Duesenberg' because of its lavishly equipped and beautiful construction, the car was right at home at the high end of the market. When production resumed after the war, the eights were no longer part of the programme and the straight-six became the go-to engine for the top-of-the-line Nash



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One of the highlights of the day was the Miss Vintage Australasia competition, sponsored by Retro America. Ten lovely finalists competed for the prestigious title, treating the sizeable crowd to a display of day wear, summer wear, and formal wear. The judges had their work cut out for them, but, once the scores were totalled, Angela McIntosh, aka Angel Blush, was crowned the winner, while the runner-up title went to Jasmine Aitken, aka Miss Jazzylicious. **>**

Sarah Maginness, aka Miss Monarch, is part of the Canterbury pin-up scene, and, along with husband Jude, was part of the team who brought us Vintage Fest NZ 2022. Having got into the scene thanks to a friend, Sarah's first foray into the pin-up comp scene was thanks to a borrowed dress.

As Sarah explains, "I loved how it made me feel; it put a smile on my face and gave me confidence. I've been doing it for seven years now."

Sarah's family, as well as her husband, have always had classic and vintage cars, so Sarah is enjoying that she gets to do two things she loves. This path has also led her to become the ambassador of the Caroline Bay Rock & Hop through Hospice South Canterbury, two very worthy causes. The couple own two great cars: a 1961 Commer nicknamed 'Patrick' and a Mk2 Escort fondly known as 'Phyllis'.

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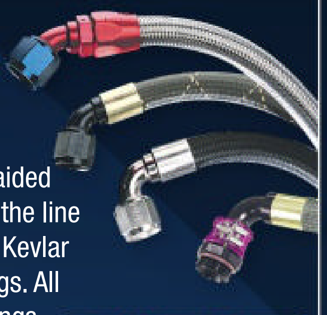

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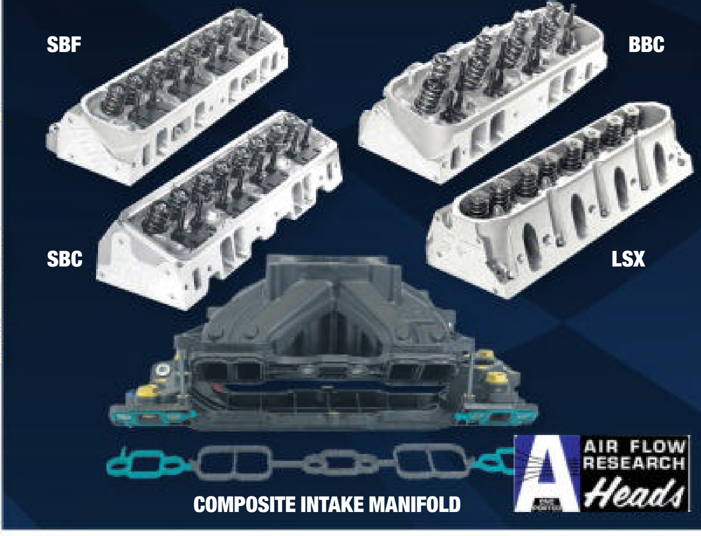

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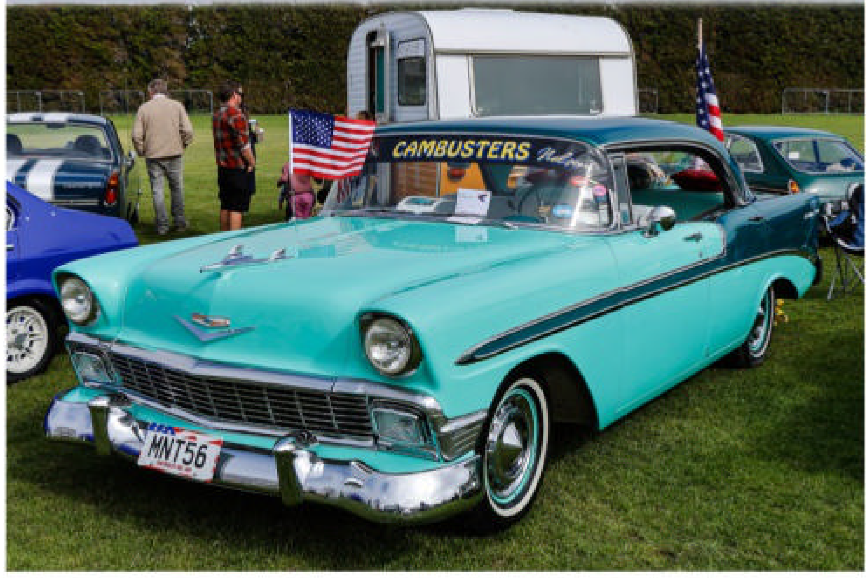
Heading outside, spectators were greeted by the aforementioned Military Display, an impressive show of the kind usually only seen in a museum — everything from armoured vehicles and tanks, to Jeeps, artillery, and equipment. A great array of pre-1980 classics and vintage tin filled the space between the military hardware and the many food vendors that were set up on the boundary of the venue. The great mix of hot rods, vintage vehicles, and classics included Pontiacs, Buicks, Fords, and even a Rolls-Royce.

A highlight for many occurred at midday when four competition winners were given the opportunity to fire a World War I German Krupp field gun. To say it was loud was an understatement; it was even responsible for setting off a couple of car alarms. >

It wasn't just locals attending the event. Red Penn was down from Richmond in Nelson. Looking at his 1956 Chev Bel Air four-door pillarless hardtop, you could have been mistaken for thinking it had just driven out of 1956. It was just such a perfect car for the day. The Chev is still running its 170hp 265ci small block V8 and Powerglide



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This is not something you get to see every day — and those attending the event also got to hear it! Four lucky winners were given the opportunity to fire this gun at noon. It's a World War I Krupp, a German field artillery gun. Designed in 1896, these guns were used throughout the war and are usually seen in museums these days — not firing across a field at a car show. Lucky winners!

The kids were not forgotten on the day either, with bouncy castles, popcorn, candy floss, face painting, and much more to keep them amused — including the chance to take part in the Victory Pageant, which saw participants competing in one of four sections: Miss Victory, Mr Victory, Little Miss Victory, or Master Victory.

Back inside, live music was provided by The Starlets, a three-piece all-female group dressed in military attire, who belted out hits from that '50s and '60s.

Prize-giving took place in the afternoon, with awards for Best British, Best Aussie, Best American, and Best European vehicles.

Luckily, the wet weather that had been forecast for the morning didn't eventuate until late afternoon, by which time the event was winding up.

Last but not least, the Victory Dance was held in the evening at the same venue, with live music performed by Dee May and The Saints, wrapping up what can only be described as an absolutely awesome day.

THE VICTORY PAGEANT SAW PARTICIPANTS COMPETING IN ONE OF FOUR SECTIONS

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BLACKNBLUE

KEVIN WATKINS HAD GIVEN UP ON HIS DREAM OF OWNING A CHARGER, BUT NOW HE'S MANAGED TO NOT ONLY GET HIS HANDS ON ONE BUT ALSO BUILD IT EXACTLY AS HE WANTED IT!

WORDS: TODD WYLIE **PHOTOS:** GLEN MCNAMARA

Most of us have dream cars, right, even if they don't instantly come to mind. Chances are if you're pressed you'll be able to think of at least one car that you'd really love to own. For Auckland's Kevin Watkins, that was always a '69 Dodge Charger. As any Mopar fan will tell you though, Chargers aren't exactly thick on the ground. That scarcity is somewhat directly linked to what made them so popular to begin with — *The Dukes of Hazzard*, and *Fast & Furious*. According to the internet, which we know never lies, 26 Chargers were wrecked in the first Dukes movie, 325 in the TV series, and who knows how many were destroyed through the Fast & Furious franchise? Maybe it was due to this that while Kevin had always wanted to own a '69, he'd essentially given up on that dream, thinking it was now all but impossible. That didn't stop him from owning and building some nice cars, such as his '53 Chev pick-up that we featured in our last issue, but none of those cars were Chargers, or Mopars of any variety. **>**

Charger
DODG70
CHARGER

Charger
Charger
DODG70
CHARGER

PART OF THAT TIME WAS SPENT FINDING THE RIGHT PEOPLE

Despite not really needing another car at the time, when he received a phone call from a friend asking him if he'd be interested in buying a '70 Charger off him, Kevin didn't stop to think for too long before saying yes. Unlike the countless Chargers that had been jumped, destroyed for big screen action, or generally abused, the car was a dead stock survivor. While the seller probably assumed it would stay that way, complete with faded light blue paint work and 383ci engine, Kevin had more than a few different ideas.

It took six months for those ideas to really formulate and gain momentum. Part of that time was spent finding the right people who could help with the vision he had. Being busy in his own job, he needed someone who was on the same page as him, someone he could give an overview of what he needed but not need to be on hand each and every day to answer all the small questions. That someone was Glen Jennett at Engine Specialties Ltd. Glen's well known for his engine builds, with his name having graced these pages countless times related to everything from tough streeters to circuit cars, drag cars, and a handful of the country's top burnout cars. But there's more to the man and his business than just engine building, as he's more than capable of project managing a full build, or parts thereof.

In this case, Kevin had him take care of the whole mechanical package — fitting, as it was the lack of performance from the original engine that was the key driver for the overhaul.

Rather than go for a completely new engine, Glen and Kevin discussed using the original numbers matching block, and throwing a bunch of modern know-how at it. **>**

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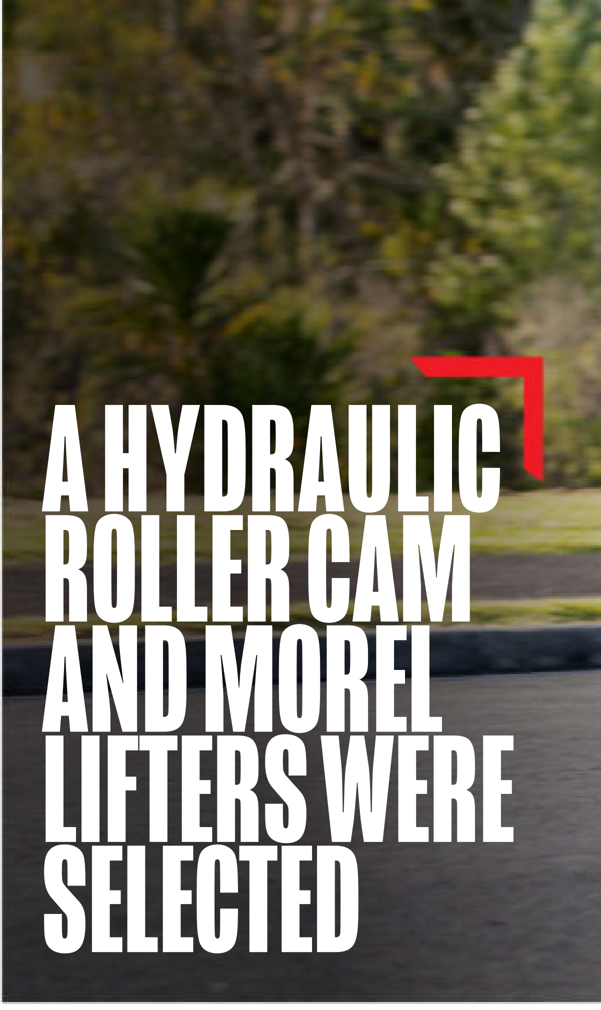
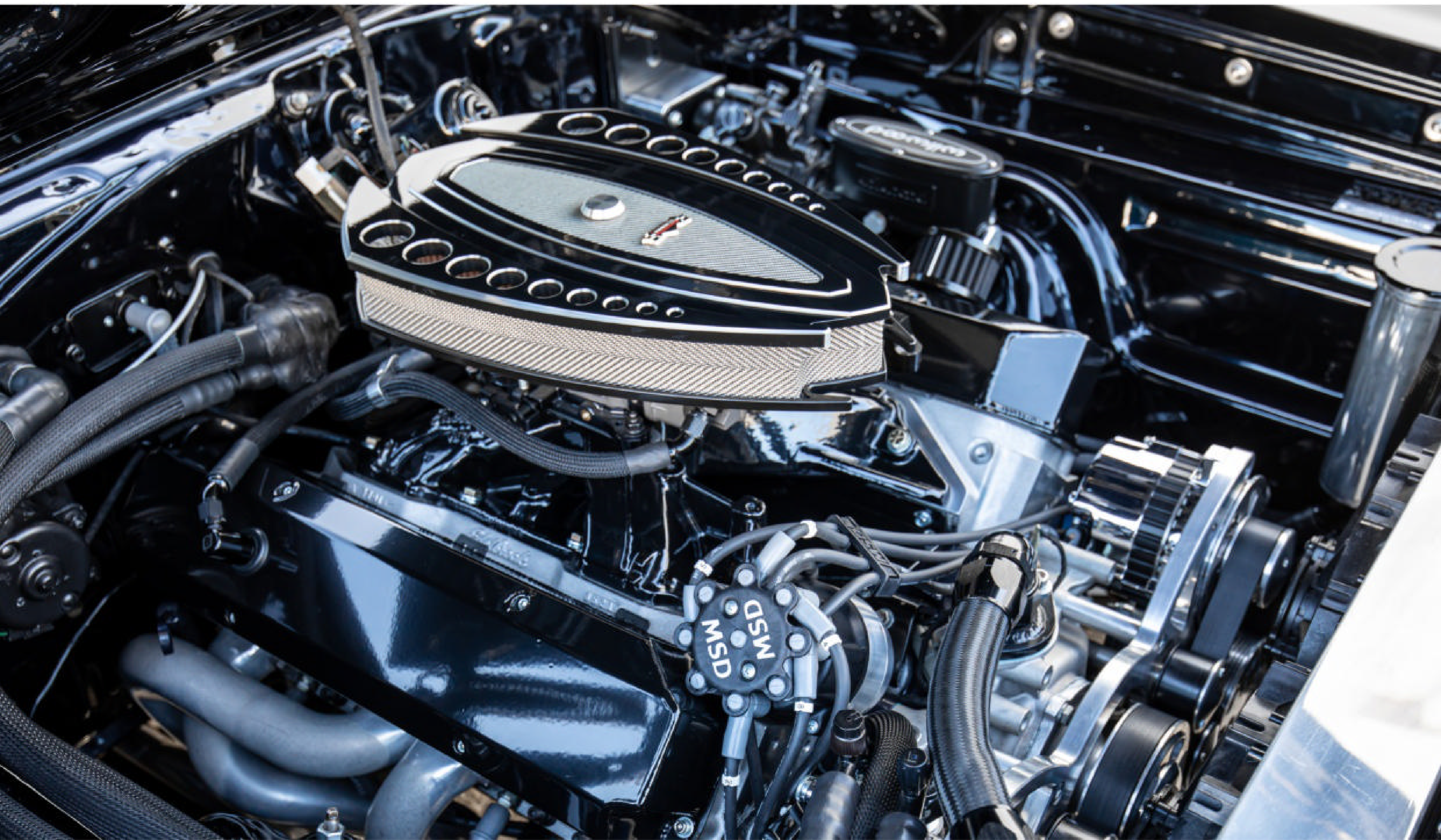


A HYDRAULIC ROLLER CAM AND MOREL LIFTERS WERE SELECTED

The first step was to replace the entire rotating assembly with a Scat forged crank, Scat H-beam rods, and JE forged pistons. The outcome of the new parts was a set-up that displaces an impressive 494ci, and with so much capacity to move air, the stock top end was never going to be refitted. The cast iron heads were donated for scrap and a set of new aluminium items sent in for surgery. Once ported and polished, Glen and his team filled them with stainless valves along with Comp Cams valve springs, Comp Cams retainers and keepers. A hydraulic roller cam and Morel lifters were selected to give the firing orders, while an Edelbrock single plane manifold, and 850cfm vacuum secondaries Quick Fuel carb were selected to control the airflow.

For the other side of the combustion equation, things were kept simple with the installation of a Bosch 044 fuel pump and a swathe of AN-8 lines and fittings, and an Aeroflow regulator from the good folk at Greenlane Speed Shop.



SPEC

1970 DODGE CHARGER

ENGINE: 494ci big block Chrysler, 383 block, Scat forged crank, Scat H-beam rods, JE forged pistons, ARP fasteners, ported aluminium heads, stainless valves, Comp Cams valve springs, Comp Cams retainers and keepers, hydraulic roller cam, Morel lifters, Edelbrock single plane manifold, 850cfm vacuum secondaries Quick Fuel carb, Bosch 044 fuel pump, Aeromotive fuel pressure regulator, AN-8 lines and fittings, MSD 6AL ignition, MSD coil, MSD leads, custom 3-inch exhaust, stainless mufflers, custom aluminium radiator, Maradyne fans, CVF Billet pulley kit

DRIVELINE: Chrysler TorqueFlite 727 transmission, Currie 9-inch diff, 3.25:1 ratio, 31-spline axles

SUSPENSION: Hotchkis torsion bars, Hotchkis rear springs, KONI shocks

BRAKES: Hydraboost, Wilwood master cylinder, factory front cavaliers and discs, Wilwood 4-pot rear callipers, 11-inch rear discs

WHEELS/TYRES: 22x9 and 22x10.5-inch Asanti wheels, 295/25R22 and 305/30R22 tyres

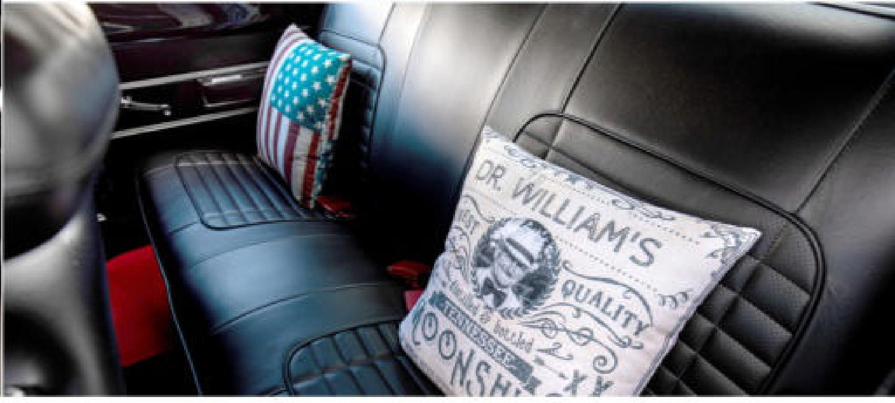
EXTERIOR: Custom paint, debadged

INTERIOR: Custom retrim, Forever Sharp steering wheel, JVC audio

PERFORMANCE: 470hp, 545ft/lb

The team didn't hold back on making the engine look good too, although the MSD ignition components they selected add both looks and functionality. The same can be said for the CVF Billet serpentine belt system that was installed to the front of the motor before it was dropped in the hole. As well as looking after the power steering pump, the pulley kit also includes an air conditioning pump for the aftermarket AC system.

Unlike some other brands that need transmission changes to handle an increase in power, the Chrysler TorqueFlite 727s, such as the one that the car came with from the factory, can be rebuilt to handle some serious power. Of course to get the strength needed, you need a transmission guru who knows their shit, and there is none more knowledgeable than Chuck Mann. Sadly for Kevin — and his bank balance — the same factory-toughness can't be said for the rear end. Rather than mess around with finding a 9-inch diff from the Dark Ages, Glen pointed Kevin in the direction of a brand-new Currie Enterprises 9-inch, complete with 3.25:1 ratio and 31-spline axles. While installing the new bits under the car, the Engine Specialties team found time to >



HE KNEW THEY COULD DO HIS VISION JUSTICE

handcraft a new 3-inch exhaust system, even going as far as building their own custom stainless mufflers for it.

Mind you, with the Hotchkis torsion bars and Hotchkis rear springs they installed, you've got to get yourself down pretty low these days if you want to check it out.

Before the car rolled out of the Engine Specialties workshop, a set of new, but factory-style, front callipers and discs were added to the front to replace the sub-optimal stock drum set-up. Although most cars end up with big front brakes and small rears, this one is a bit different, with 4-pot Wilwood callipers and 11-inch rotors adapted up to the rear diff. The reason for those is in part because they came with the diff, but in part to try to fill up those massive 22x10.5-inch Asanti wheels. Mind you, the front set isn't exactly small either, coming in at 22x9-inches.

In some ways it would have been cool to leave the car like this, with all the gear hidden under the — well and truly weathered — hood, but Kevin's not exactly one to settle for anything less than perfection. Having dealt with Grant and the team at Shields Bros Panel & Paint previously, he knew they could do his vision justice. That vision was for the car to be coated in the deepest shade of black possible, but with a slight twist in the form of a whole bunch of blue pearl added to the mix. The team delivered on that vision, and created a custom paint mix that looks black 99 per cent of the time, but catch it in the right light and you'd almost swear it was blue.

What you can't see is the hard work that went into getting the panels straight, including the work to the rear arches to accommodate the 305/30R22 sized rear rubber. To ensure a finish that would last, both the floor and the engine bay were blasted right back to bare steel >

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DODG70
CHARGER

UNLIKE THE BLUE/BLACK EXTERIOR, THE INTERIOR IS PURE BLACK, AND PURE CLASS

DRIVER

KEVIN WATKINS

AGE: 60

OCCUPATION: Builder

PREVIOUSLY OWNED CARS: Chevelle, '67 Camaro, Ford F100, Dodge Coronet

DREAM CAR: 3100 big block Chev pick-up

WHY THE CHARGER?: It was always on the list, never thought it would happen

BUILD TIME: Two years

LENGTH OF OWNERSHIP: Four years

KEVIN THANKS: Shields Bro Panel & Paint; Grant, Lewis, Cassidy for final detailing; AJ Electrical for the wiring; Darren Orton for the interior work, Dashboard Restorations, Pete at Auckland Balance for the driveshaft, Glen at Engine Specialties for the running gear, Chuck Mann for the transmission

and epoxy primed before any colour could be applied.

Unlike the blue/black exterior, the interior is pure black, and pure class thanks to plenty of hard work by Darren Orton to cover most of the soft surfaces in perforated leather. The big exception to that was the dashboard that was recovered thanks to the experts at Dashboard Restorations. If you've not seen their magic before, it's impressive how they can take a full-size dash like the Charger's and throw it into their special vacuum system to stick new vinyl to it. The result is a brand-new looking crack and imperfection-free dash. They used the same technique to bring the door panels and rear side panels back to as-new condition — that is, without being the factory shade of blue. Besides the soft trimmings, the remainder of the interior is fairly stock, bar a Forever Sharp steering wheel and decent JVC audio system.

While the guy who sold him the car may have his own views on it, having preferred that the car stayed original, Kevin's achieved his goal of building the car his way, and that's something that can never be argued about. Having gone from thinking he'd never own a Charger, to being behind the wheel of his custom-built masterpiece just two years later, it's easy to see why Kevin is now a very happy man! V8

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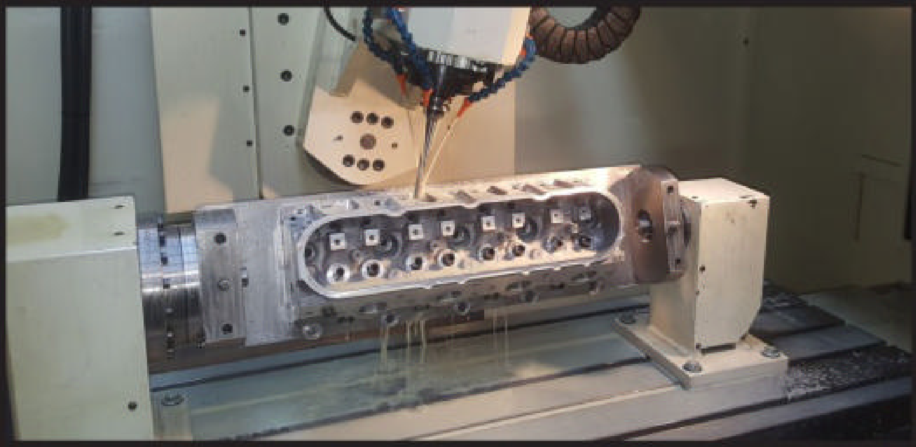

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THE PETERSEN LEGACY

THE Deuce TURNS 90

WE STEP BACK IN TIME TO CELEBRATE THE 90TH ANNIVERSARY OF THE '32 FORD AND SEE HOW IT BECAME SO POPULAR

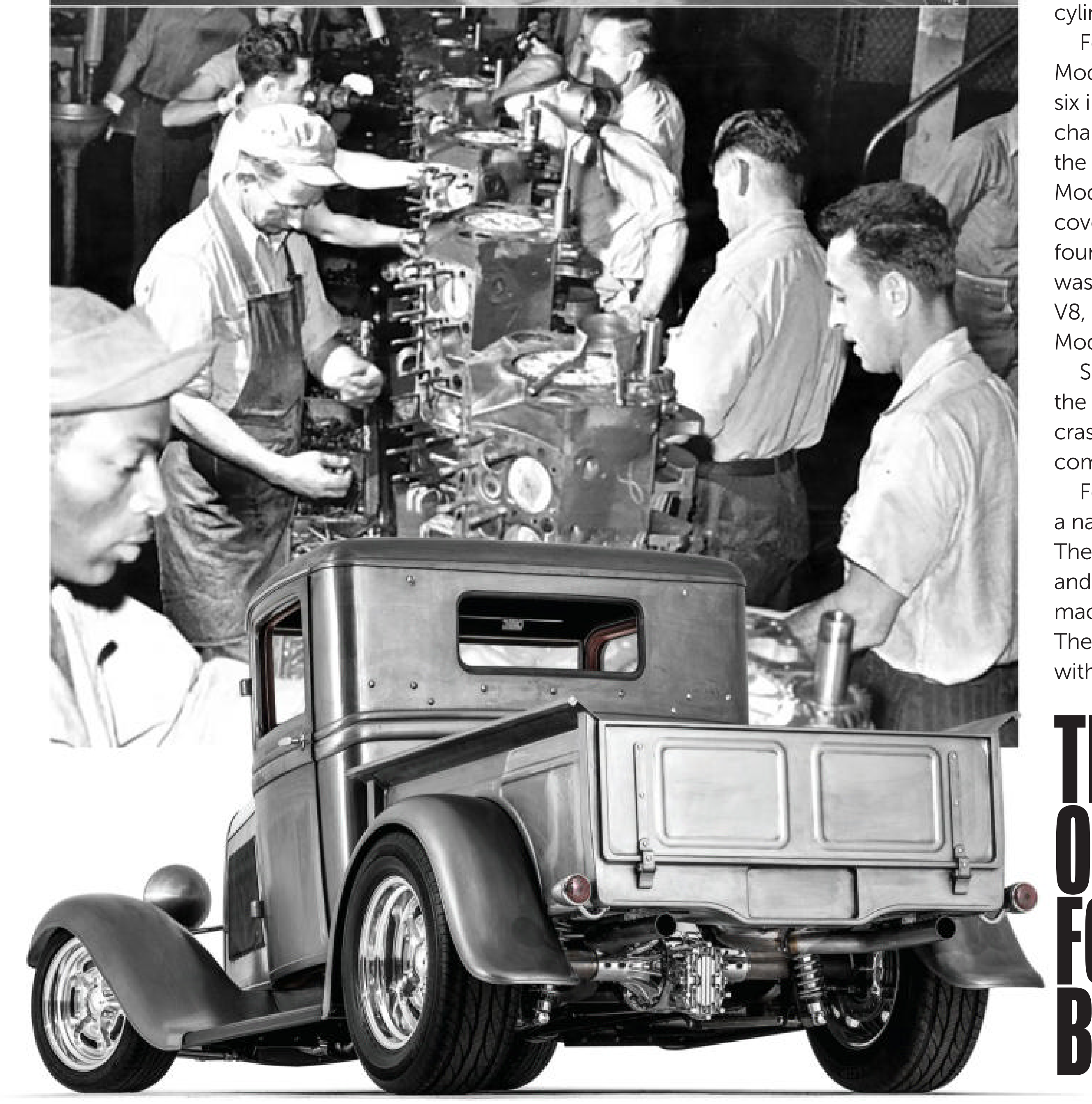
WORDS: VAUGHAN WILSON **PHOTOS:** VAUGHAN WILSON / SUPPLIED

This year may not be a hugely significant one for many, but 2022 marks a huge milestone for Ford, and for hot rod fans around the globe — the 90th anniversary of the iconic '32 Ford. Of course, the first car off the Ford production line was a lot earlier than that, with the company beginning manufacturing in the early 1900s. That first car was the Model A. Following alphabetical order, Henry quickly zipped through most letters — skipping the odd one — before hitting a home run with the Model T in 1908. Millions of Model Ts were made, up until 1927. By then, the competition had not only caught up with the Model T but surpassed it, and a new design was needed.

The Model A was born — or reborn, as the alpha had been used already. The factory was closed, retooling was undertaken, and, some seven months later, Model As started coming off the production line. They were a hit, and in just four and a half years Ford sold close to five million of them. Not wanting to repeat the 'stuck in the mud' issues it had with the Model T, Ford this time had a successor that was going to be an improvement on the Model A and provide new options for the buyer. With that, the Model B was born.

Technically, two models were born: the Model B and the Model 18. Confused? Well, these monikers have long since blended into one model name, the '32 Ford, and are often referred to as the 'Deuce' as a nod to the two in the year of manufacture. To be fair, the difference between the models is somewhat subjective, particularly when modifying or hot rodding them.

CHASSIS LINE



In simple terms, the Model B was a four cylinder — the same as the Model A. The Model B was planned as the volume vehicle for Ford. Chevrolet had released a six-cylinder in 1929 and was beating Ford on power. Ford had been working on a V8 engine for some time and had experimented with various configurations, including an X8 cylinder design, engines made from magnesium, and even an air-cooled model. Finally, on 31 March 1932, Ford released the V8 engine — known as the flathead to the market — sitting in a new Model B and with a claimed output of 65hp.

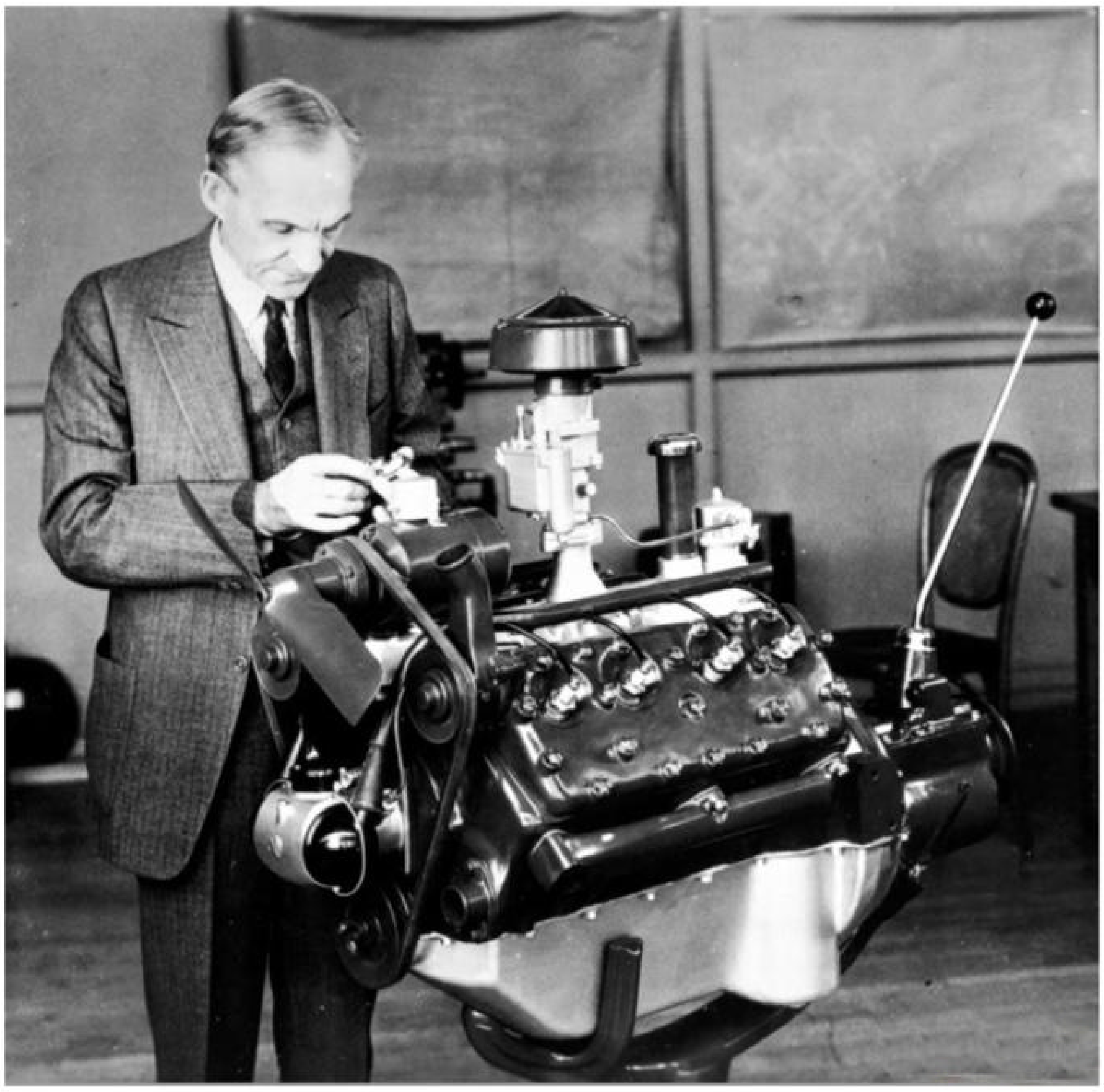
To differentiate it from its four-cylinder brother, they called the V8-powered version a Model 18. On the outside, there were only a few subtle differences from the Model B including different hubcaps. There were 14 body styles in total across the two models, including coupes, convertibles, sedans, and pickups. This model was only around $50 more expensive than its four-cylinder sibling in each body shape.

Ford sold almost 300,000 Model 18s and 133,000 Model Bs in 1932. For 1933, the car was extended by six inches and given a facelift. The radiator grille was changed to a pointed forward slope, with the bottom of the grille resembling a shovel — inspired by the smaller Model Y that was being sold in Britain. The hood now covered the cowl, giving a longer look to the front. The four-cylinder Model B was again offered — some say it was called a Model C but this was unofficial — and the V8, now the sales leader, had a change of name to a Model 40, now with 75hp.

Sales were good for 1933, and helped Ford survive the Great Depression that started with the stock market crash of October 1929 and led to a lean time for many a company during the early 1930s.

For 1934, the model underwent minor alterations and a name change to Model 40B. Power increased to 85hp. The most famous of 1934 was the Ford stolen by Bonnie and Clyde, in which they eventually met their end — machine gunned in a scene straight out of Hollywood. The car was then towed to the nearest police station with the two bodies still inside. >

THE MOST FAMOUS OF 1934 WAS THE FORD STOLEN BY BONNIE AND CLYDE



THE HOT-RODDED DEUCE COULD TAKE MANY FORMS AND IT CONTINUES TO DO SO,

The Ford of 1935 was a completely new model called the Model 48. The four-cylinder version was dropped completely and the vehicle enjoyed sales figures of around 820,000.

The man responsible for the design was Henry Ford's son, Edsel, who had an eye for style and, with a capable team, created what many consider to be a timeless design encapsulating the right proportions and lines for all tastes.

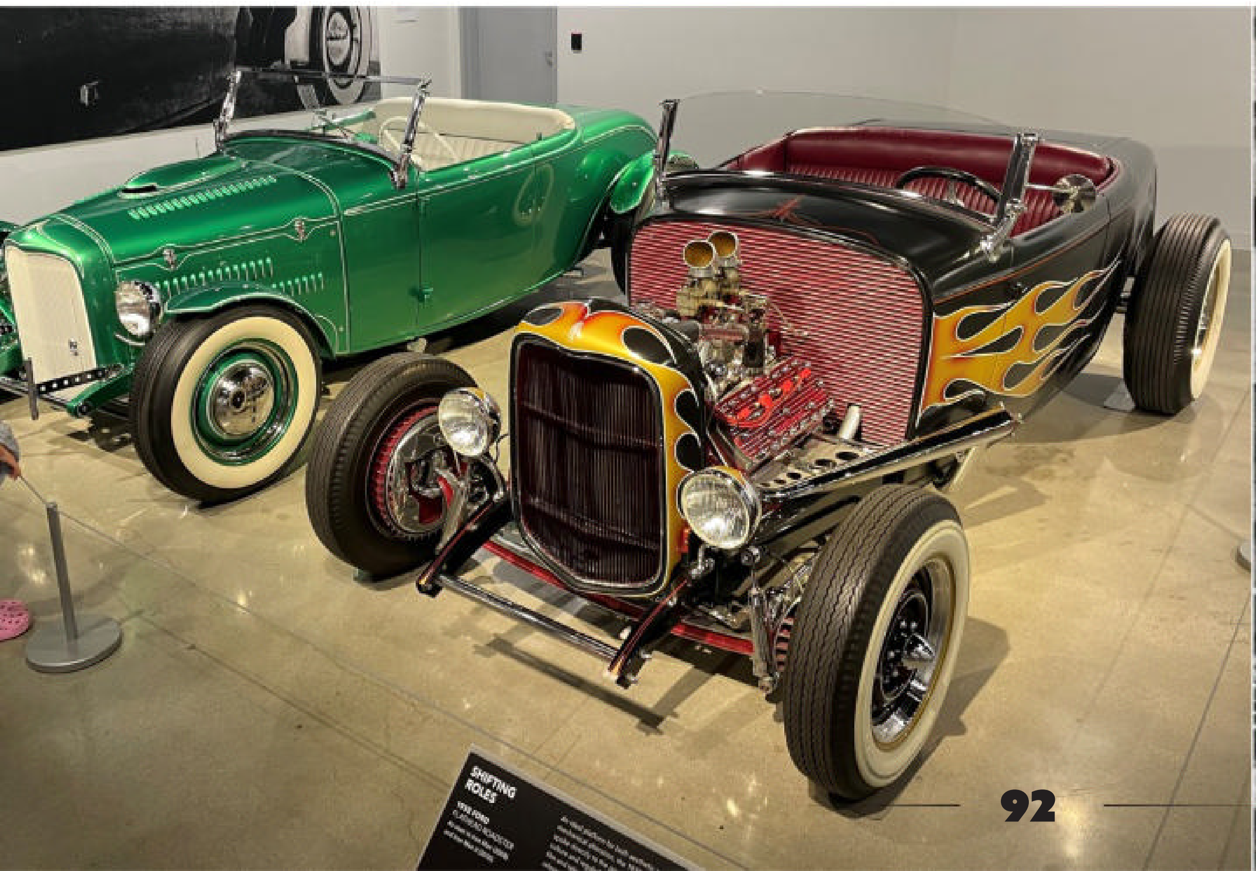
At the end of World War Two, large numbers of young men were returning from overseas and from locations all over the USA. The economy was thriving, people were well paid, and a new trend was developing in the world of cars. Men who now had the skills and the money were seeking simple methods by which to improve the performance of the numerous cars that could be had second hand. Older Americans were looking to upgrade their vehicles after years of new vehicle unavailability due to the war effort. Car companies were producing brand-new models, and those of yesteryear were sold down.

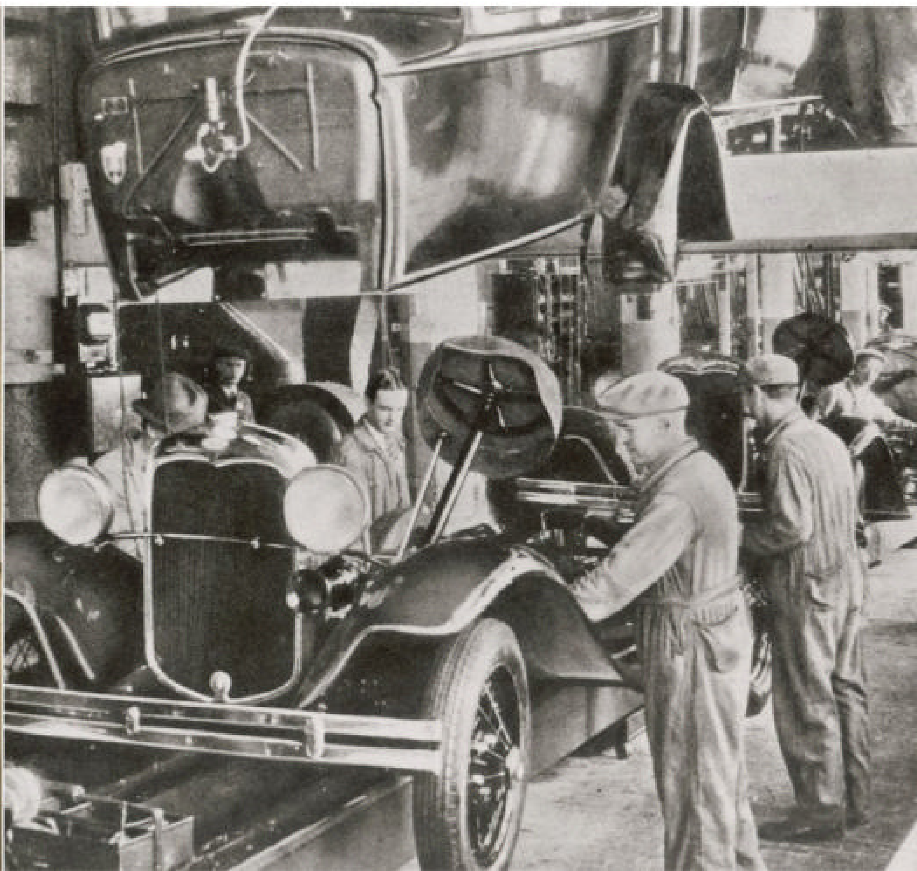
New enthusiastic owners bought bolt-on parts to add power and, at the same time, removed fenders, other panels, and anything they could think of to reduce weight and improve performance and handling. The hot rod era had begun. For some it was an outlet to get the adrenalin they missed from being at war, but for most it was part of the expression of having greater independence, being able to do what you want without the shackles of conformity. A new dawn had arrived.

The hot-rodded Deuce could take many forms, and continues to do so. As a 'highboy', the factory height of the vehicle is untouched and it has a certain presence on the road, sometimes hunched over. Other forms lower the vehicle — for example, in a 'lowboy' the car is channelled over the chassis to get the centre of gravity closer to the road. The hood was often removed, as were the front and rear mud guards, to reduce weight. If the car had a roof, it was common for that to be cut away, too, to gain the roadster look and save further weight. Of course, the hod rodder could have started with a convertible but these were not as plentiful.

These simple modifications set the standard for hot rodders and the modification of all makes and models. However, there is something about the Deuce that made it extremely popular. The three-window coupe with suicide doors, the more common five-window coupe, and the roadster were the most popular for hot rodding, and their modest manufacturing numbers meant that within two decades the number of old '32s lying around had been largely depleted.

Replica bodies made by aspiring backyard businesses began to appear, crafted out of fibreglass. In more recent times, aftermarket steel bodies have also become available, in varying body styles and from >





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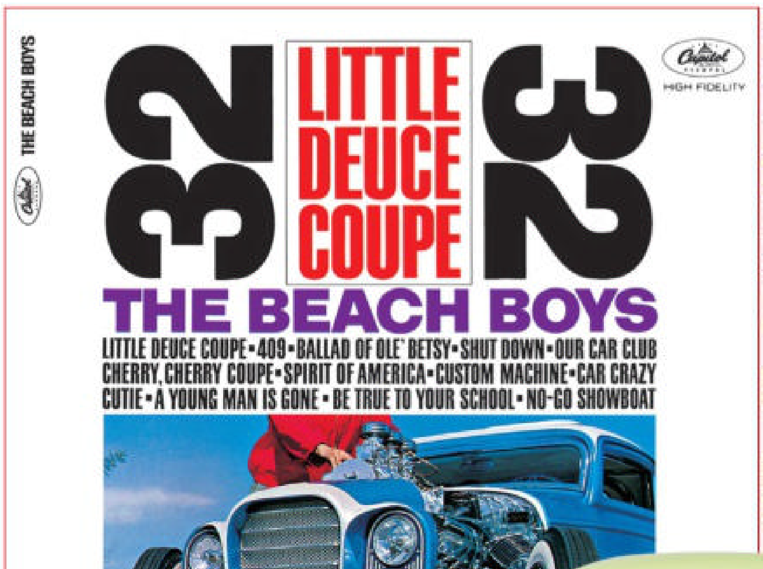
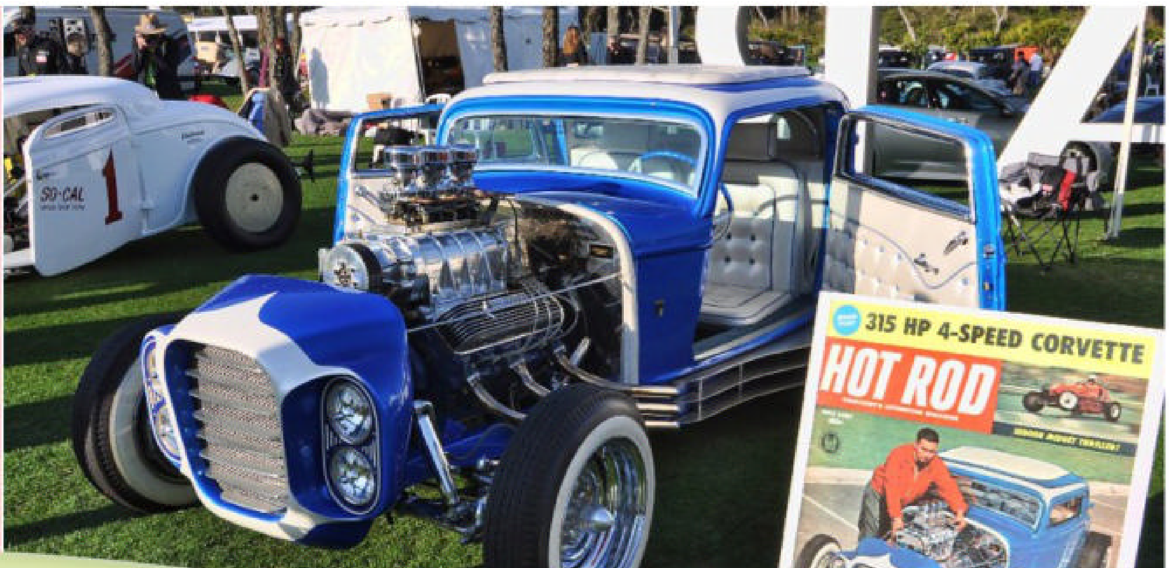
THE BEACH BOYS SANG ABOUT A 'LITTLE DEUCE COUPE' IN 1963

the varying years of 1932, 1933, and 1934. There are plenty of modern chassis based on both old designs and modern designs available to complete the underpinnings of the hot rod.

A '32 highboy roadster was on the cover of *Hot Rod* magazine (America) in 1948. Three years later, the National Hot Rod Association (NHRA) was formed and the new craze of hot rodding was here to stay. The Beach Boys sang about a 'Little Deuce Coupe' in 1963 and a photo shoot was arranged with just such a car, supplied by *Hot Rod* magazine for the band's fourth album cover.

The car belonged to Clarence 'Chili' Catallo, and was a customised three-window coupe. Chili had bought it in Michigan in 1956 for $75 when just 15 years old. He lowered the height by six inches at George Barris' North Hollywood shop and modified items such as the headlights, side trim, and front grille. The engine was replaced with an Oldsmobile but the song spoke of the Ford flathead. Chili sold the car a few years later but bought it back in the 1990s, and it was completely restored to the way it appeared on the record cover.


THE BEACH BOYS
Capitol
HIGH FIDELITY
32
LITTLE DEUCE COUPE
32
THE BEACH BOYS
LITTLE DEUCE COUPE • 409 • BALLAD OF OLE' BETSY • SHUT DOWN • OUR CAR CLUB
CHERRY, CHERRY COUPE • SPIRIT OF AMERICA • CUSTOM MACHINE • CAR CRAZY
CUTIE • A YOUNG MAN IS GONE • BE TRUE TO YOUR SCHOOL • NO-GO SHOWBOAT


SO-CAL
1
315 HP 4-SPEED CORVETTE
HOT ROD
AMELIA ISLAND

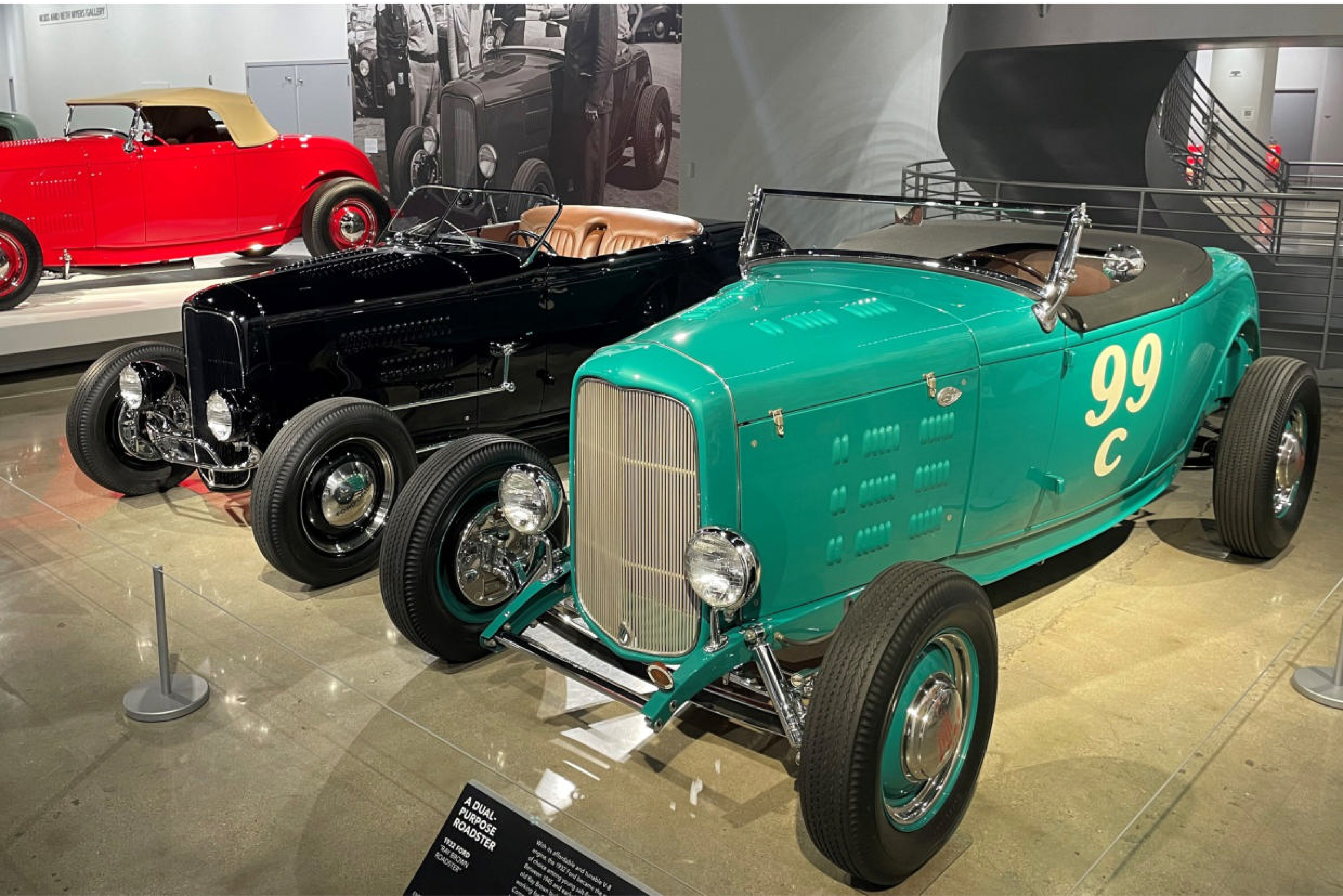
Another famous '32 was the yellow five-window coupe that was a central part of the film *American Graffiti*, becoming a star in its own right, and motivating many fans to build their own Deuce.

I visited Los Angeles recently and went to the holy grail of car museums, the Petersen Automotive Museum. The museum differs from the regular car collections. It features exhibits on different facets of the motoring industry, and updates and replaces these on a regular basis. It focuses on automotive artistry, industrial engineering — including design and performance, with displays on automotive racing — and how Southern California has influenced car culture.

Currently on display is an exhibit on the '32 Ford Hot Rod and 90 years of the famed vehicle. Many of the vehicles on display are owned by the museum, while others are on loan for the exhibit. The first is '99C', built by Ray Brown (pictured bottom of page) just after the war. One of the earliest examples of a hot rod Deuce, it

>

TEMP
MPH
100
90
80
70
60
50
40
30
20
10
F
1/2



PERFECT
PROPORTIONS
1932 FORD

> **FOOSE RESTYLED THE ROADSTER... AND CALLED IT THE 'FOOSE DEUCE'**

typifies the trend of the time, with modifications to its factory V8 and a stripping of the body panels to save weight. The car was discovered forlorn and discarded years after it was built, and was completely restored to the way it had been modified by Ray in 1946.

Another on display is the 1947 roadster that well-known hot rodder, Bob McGee, created from a '32 Ford. It was a trendsetter at the time, ushering in the look that was then copied many times. The car featured in movies and TV programmes, such as *Happy Days*, and was restored to the way Bob had it in the late 1990s. Its Ford V8 was modified to 175hp.

Chip Foose's take on the '32 is also on display. In 1995, Foose was working for Boyd Coddington and designed the '32, called the 'Boydster 2'. Foose went to work for himself in 1998, and along the way bought the Boydster off a private owner. In the interim, the car had been painted several times and had some modifications. Foose restyled the roadster to the way it had been in 1995 and called it the 'Foose Deuce'. He sold it to the Petersen Automotive Museum in the early 2000s, thus raising the capital to purchase his shop at Huntington Beach as the headquarters for Foose Design.

Henry and his son passed away just before the hot rod craze started to gain traction, so they never got to see their creation in modified form. It is hard to know what they would say if they saw a hot rod Deuce. Henry was cantankerous and difficult, and would probably not approve. Edsel was more accepting, and sought to make cars to fit everyone's needs. We will never know.

It is difficult to find another model that is attractive to so many people and that appeals to such a wide range of ages. It has done this since it first hit showroom floors 90 years ago, and then again 70 years ago in modified forms. It is a simple mash-up of long hood and short rear — not too dissimilar to the fabled Mustang — that piques people's interests and distorts its overall length. Like the Mustang, it has raised rear haunches — the prelude to the coke-bottle shape. This visual appeal, along with the reliability of the engineering, has meant the Deuce is as popular today as ever. V8

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WORDS: SHANE WISHNOWSKY **PHOTOS:** ADAM P PHOTOGRAPHY

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stock
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2021
BLUE BLOODED
AMERICAN BULLY
Make It Reign

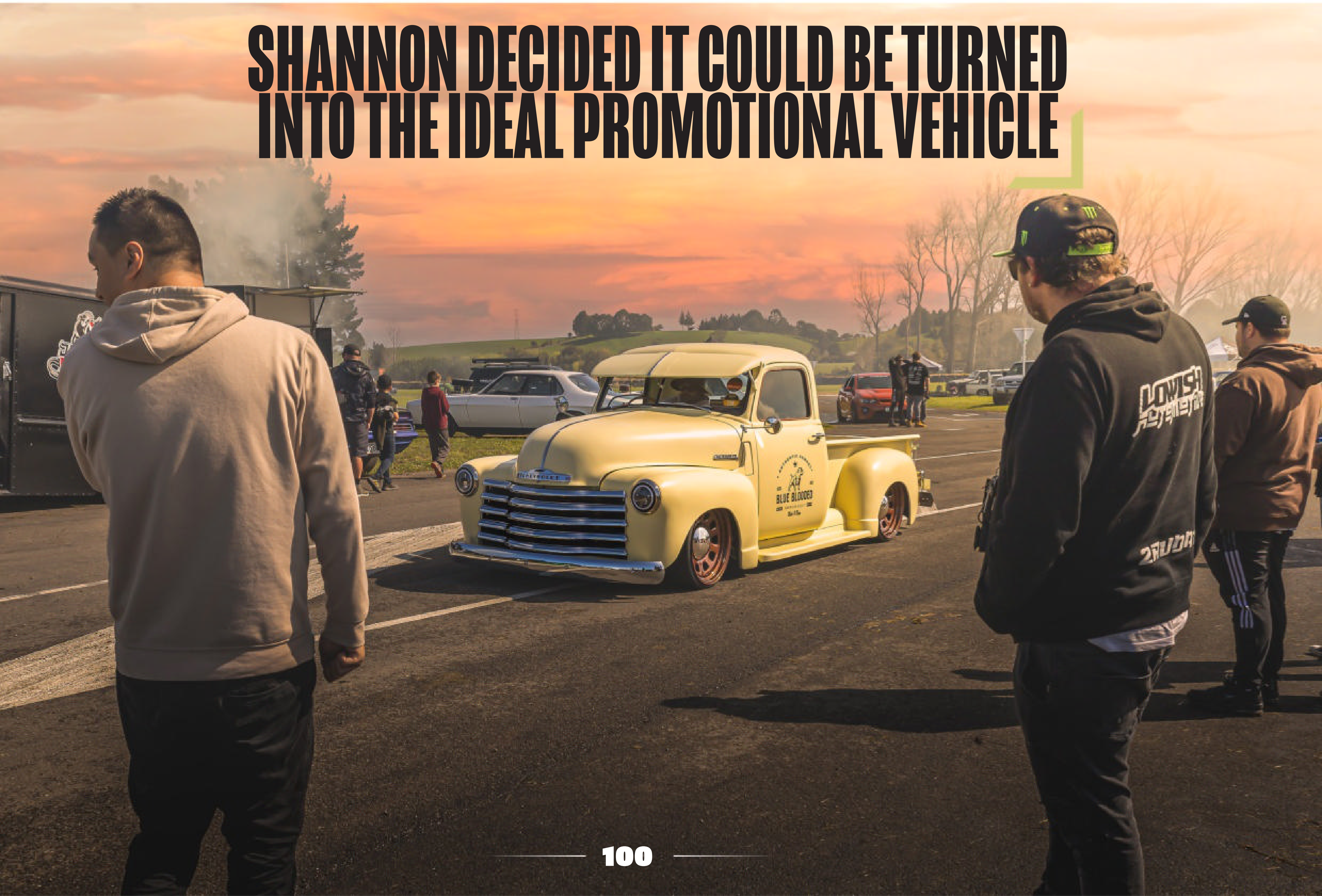
Shannon Te Huia wanted a vehicle to help promote his Blue Blooded American Bully Kennel. The brief was simple: it needed to be tough, it needed to be something everyone would remember, and, most importantly, it needed to be American.

Sitting at home with time to burn during New Zealand's Covid lockdowns, Shannon started looking online for a suitable vehicle. He found a New Zealand-new '48 Chevrolet Thriftmaster with the steering wheel on the correct side of the truck for New Zealand's roads.

The deceased estate truck was originally bought by Corey Jorgensen of CJ Customs with the intention to build a 'patina truck'. However, Shannon says, "I'm not about that," and he wanted to take it in a whole different direction. Corey had put a fair bit of work into the truck but decided to put the unfinished project up for sale, and Shannon quickly decided it could be turned into an ideal promotional vehicle for his kennel.

The tricky bit was that Shannon lives towards the top of the North Island and the truck was towards the bottom of the South Island. As the country was still under Covid travel restrictions, travelling south to look at it before money could be exchanged was off the table. Shannon said he had a very tight budget but, as there wasn't a strong deadline to have the truck operational, he took the punt and bought it sight unseen.

SHANNON DECIDED IT COULD BE TURNED INTO THE IDEAL PROMOTIONAL VEHICLE



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THERE WAS ZERO CHANCE OF RUINING A CLASSIC

The original plan was for Shannon to do all the work himself, but when the Chev arrived it was blatantly obvious to Shannon that the task would be well out of his league. This came as a bit of a disappointment but he wasn't going to let it kill the project off before it had even started.

When Shannon got it, the truck was already far from standard so there was zero chance of ruining a classic by going even further with it. The CJ Customs chassis was a mix of boxed original Thriftmaster and Mazda B2000. The Japanese independent front end had been grafted onto the front chassis rails, with a special K-member put in to house the truck's GM LS1. Out the back, Corey had treated the rear to a monster C-notch to help slam it down in the weeds where it belonged. Everything needed to build a wild-looking truck was there; it just needed to be put back together in the right order with a few custom touches here and there.

The search was now on for someone with the necessary skills to complete the job. A good friend of Shannon's put him in touch with Hayden and Jess Kirkwood of Jokers Wild Kustoms in Bay of Plenty. Shannon says that at first Hayden was a little hesitant about taking on the build, but once he had sent the photos to the compliance guy, who was happy with what he saw, the build commenced.

Taking on someone else's build can be a bit of a nightmare.

Shannon says, "We needed to get it driving. It looked the part but it was far from ready for that — nothing worked; no wiring, no exhaust, no front shocks, no air ride management, no steering, nothing! The panels were either rusted out or had deep pits. The cab wasn't too bad; it just wasn't mounted."

Hayden set a deadline for the truck to be finished; the plan was to debut it at AutoFest at Manfeild in September — a tight deadline in the grand scheme of things but nothing that couldn't be handled with good planning and a lot of hard work.

Over the next five months, the crew at Jokers Wild Kustoms feverishly worked on completing the build. Shannon's vision was something as low to the ground as possible, so Slam Specialties RE6 bags, along with Monroe short shocks, were mounted up front to ensure that any earthworm within a five-mile radius is in danger

SPEC

1948 CHEVROLET THRIFTMASTER HALF-TONNE

ENGINE: 5.7 litre GM LS1, AEM fuel pressure regulator, AEM inline fuel pump, stainless steel block hugger headers, Ford Mustang radiator, Haltech Elite 2500 ECU, Mustang fuel tank

DRIVELINE: 4L60 transmission, 2009 Toyota Hilux 4x4 diff, 3.54:1 LSD centre, custom driveshaft

SUSPENSION: Mazda B2000 front clip, Monroe shocks, Slam Specialties RE6 front air bags, Holden Commodore rear shocks, Slam Specialties RE7 rear air bags, Airride New Zealand triangulated 4-link.

BRAKES: Mazda B2000 front discs and callipers, Toyota Hilux rear drums

WHEELS/TYRES: 20x9-inch Diezel D-window wheels, 235/30R20 Falken tyres

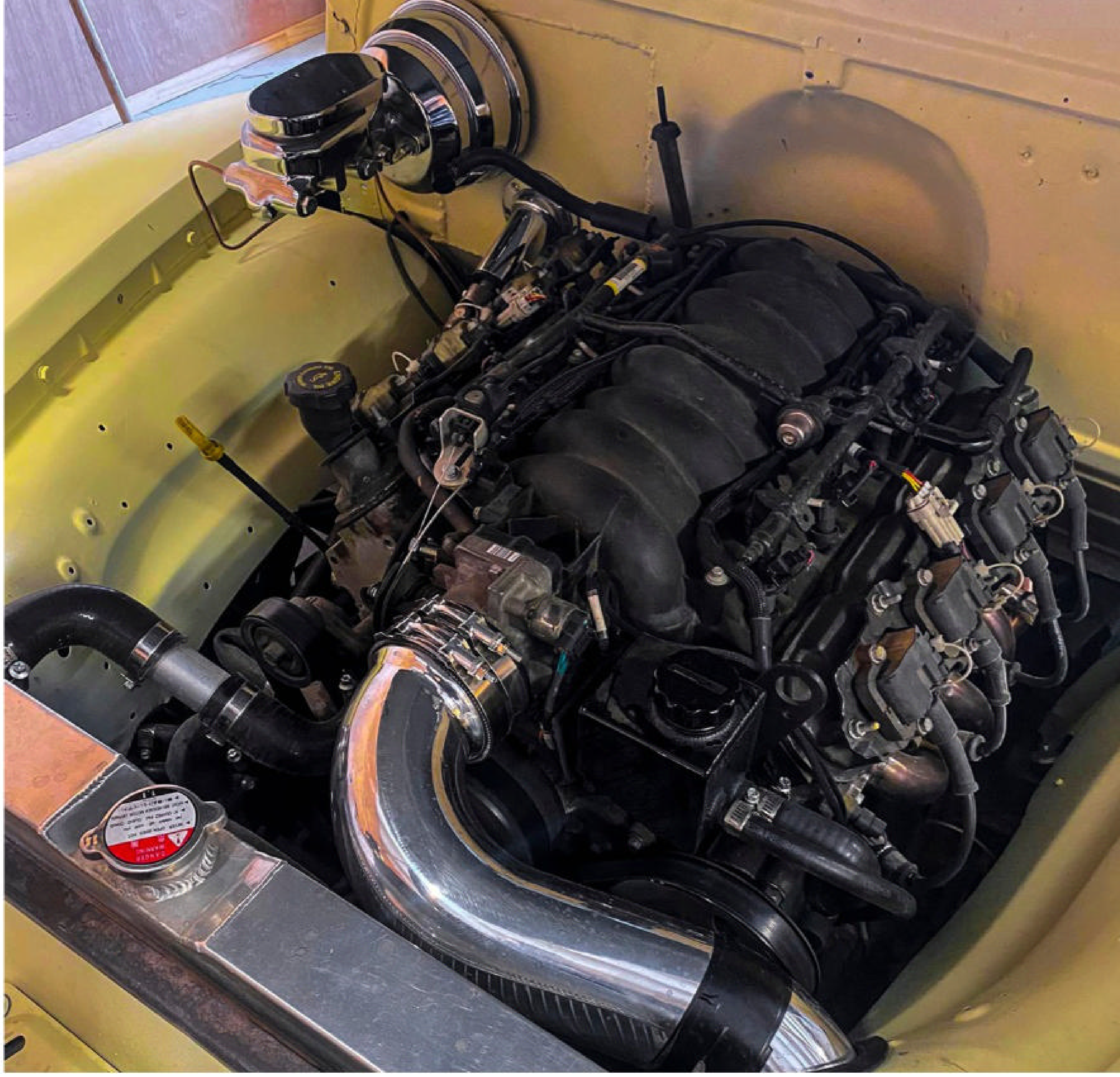
EXTERIOR: Custom tray, pop-up tray floor, LED headlights, LED tail lights, Corona Cream paint

CHASSIS: Mazda B2000 front clip, boxed chassis rails, custom K-frame, C-notch

INTERIOR: Ididit steering column, Dakota dash, Airride NZ digital gauge, Lokar shifter

PERFORMANCE: Untested

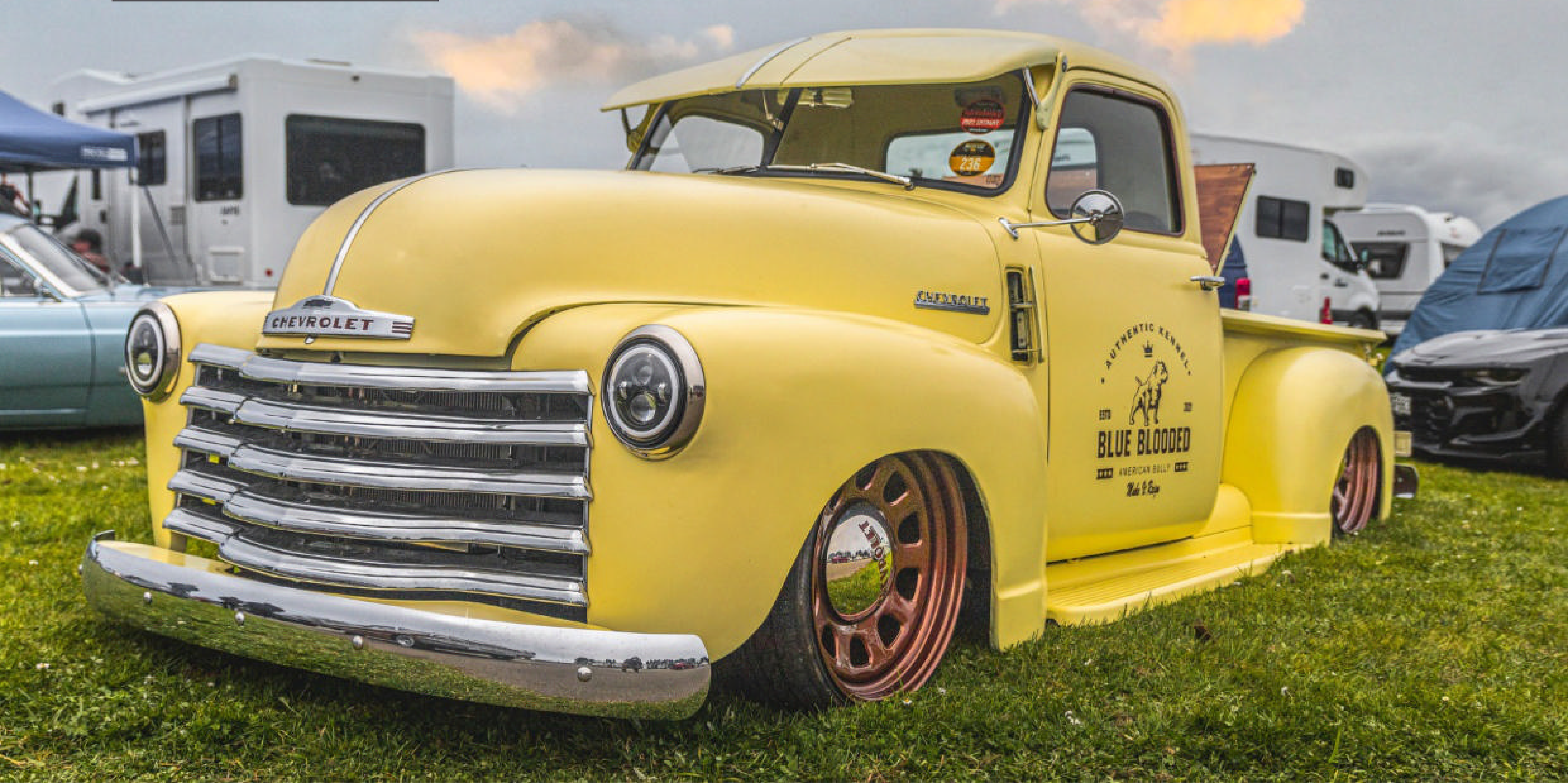
VOLTS
12.7
FUEL
99



of being decapitated whenever the truck moves. The same goes for the rear of the truck, where RE7 bags from the same supplier, along with Holden Commodore shocks and an Airride New Zealand triangulated four-link, make it impossible to squeeze anything between running boards and ground once the air is let out of the system.

Once the rolling chassis was complete — functioning and as low to the ground as humanly possible — it was time to tackle the exterior.

The panels really weren't flash. Wanting to have some physical input in the build, Shannon tasked himself with the job of making them a hell of a lot better. He took a week off work to smash out the dents, chop out the rust, and fill in the holes. He had chosen at this stage in the build not to do a high-dollar paint job, as the truck was untreated, and there was a high chance it would need to be pulled down again to make tweaks or changes. He put down a sacrificial base coat, just to put some colour on the zinc-treated panels, choosing Corona Cream, which suits the curvaceous nature of the Chevrolet's lines perfectly. Wth the custom Blue >



> IT MAKES FOR AN EYE CATCHING BUSINESS CARD

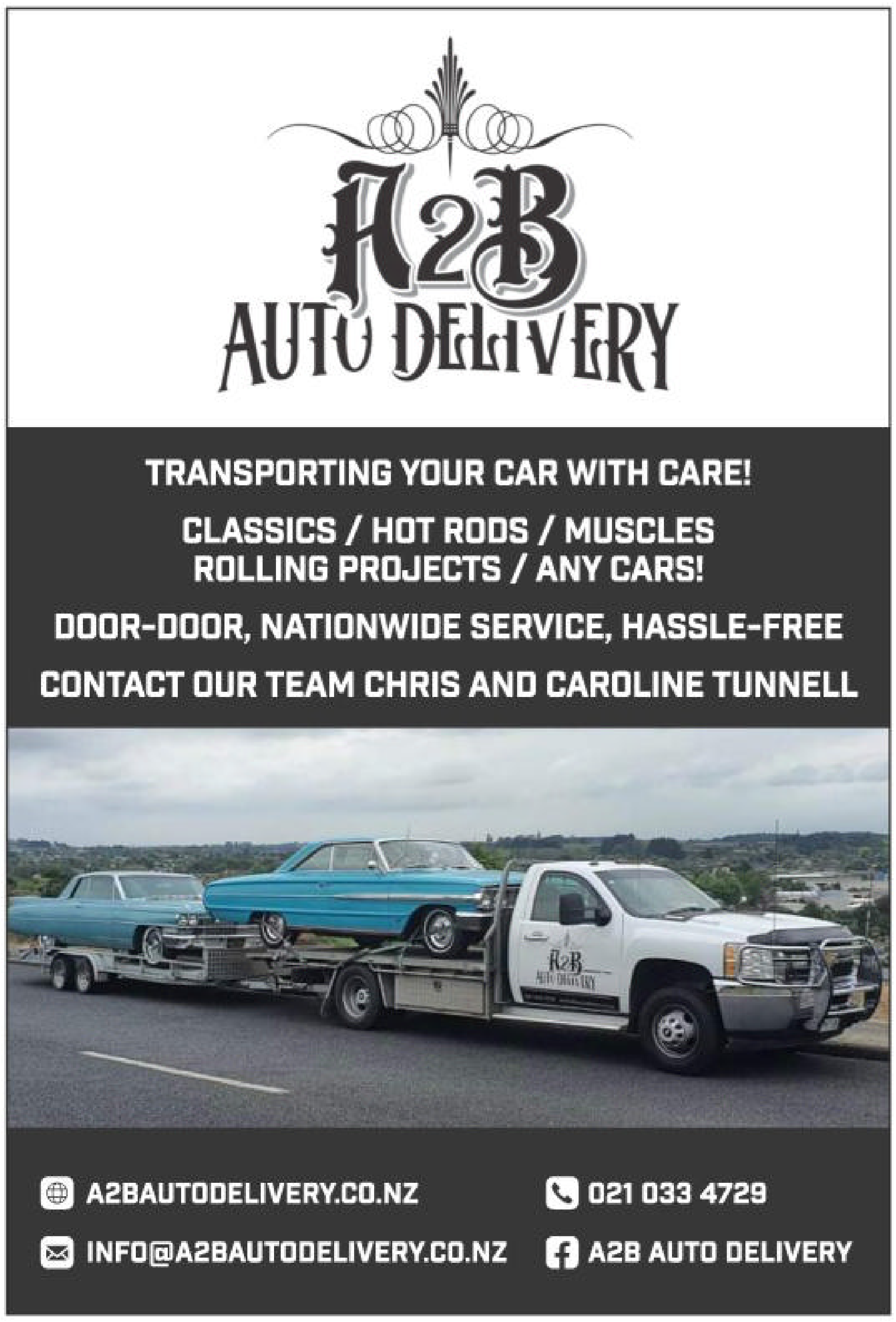
Blooded Kennel logos on the doors, it makes for an eye-catching business card. The finishing touch to that standout look was a set of 20x9-inch Diezel D-window steelies wrapped in Falken 235/30R20 rubber.

With chassis and body finished, and the project on track for the intended debut, it was time to attach part A to part B and start ticking all the other small jobs off the very long list.

Soon it was time to fire up the GM LS1 and get all the electrics communicating with each other. Re-Wires NZ was entrusted with the wiring, which included a Haltech Elite 2500 ECU linked with an LS1 premium harness to transmit signals and power to where they should go. Brand-new wiring and LED lights in all four corners along with backlit digital/analogue gauges give this '40s truck a much more modern vibe. Despite that, the GM 4L60E electronically controlled transmission from the 2002 HSV donor was replaced with a non-electronic 4L60 variant. Connecting this mechanically controlled trans to the Hilux diff is a custom driveshaft, and, if you want to take a closer look at the rear end and what makes it work, the CJ Customs tray floor pops up to expose every nut and bolt used.

With the truck finally finished, Hayden loaded in a base tune before putting it on the dyno to make sure everything was safe for its maiden voyage.

CHEVROLET
AUTHENTIC KENNEL
ESTD
2021
BLUE BLOODED
AMERICAN BULLY
Make It Reign



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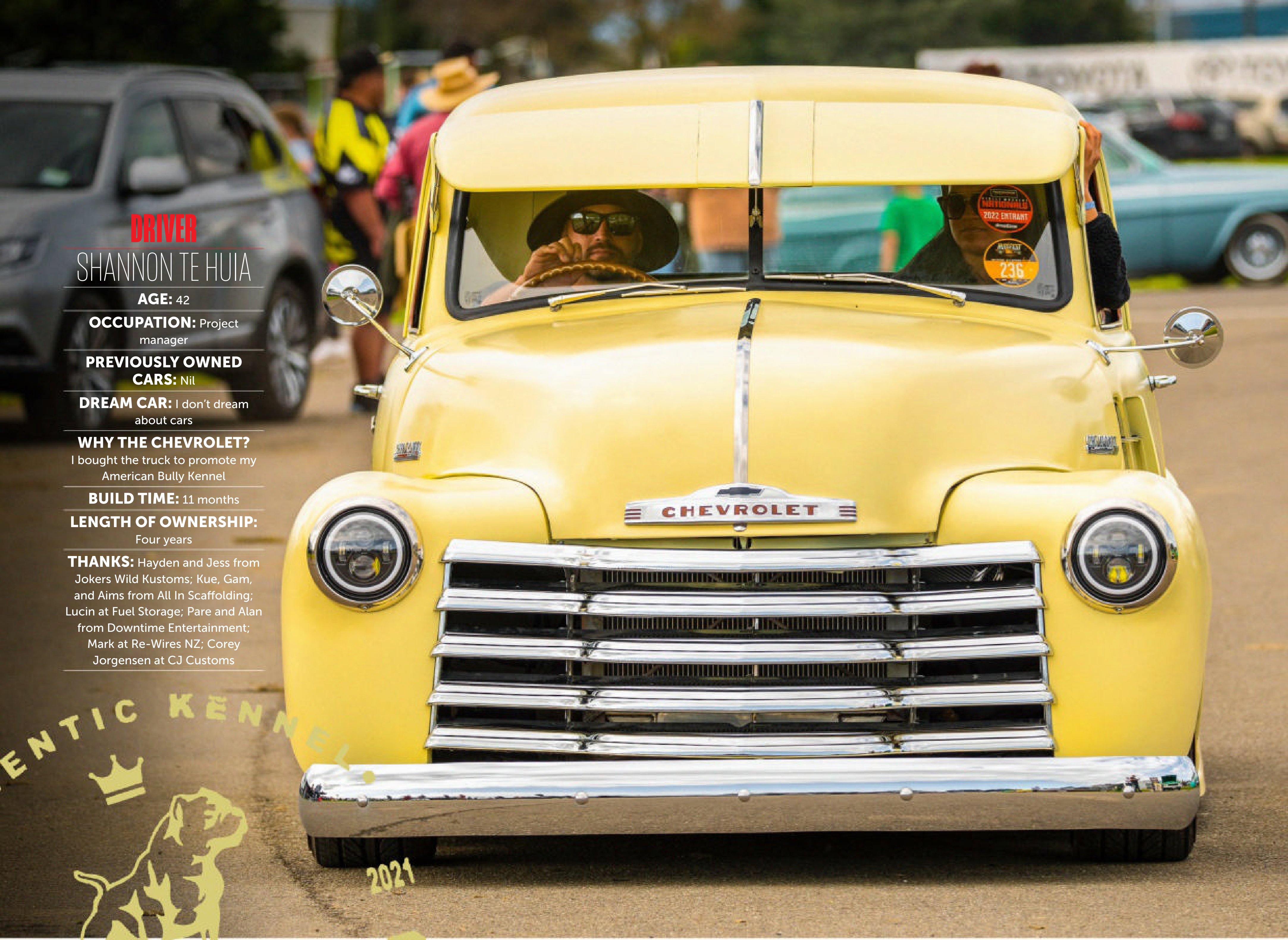
CHEVROLET
NATIONALS
2022 ENTRANT
236

DRIVER

SHANNON TE HUIA

AGE: 42

OCCUPATION: Project manager

PREVIOUSLY OWNED CARS: Nil

DREAM CAR: I don't dream about cars

WHY THE CHEVROLET? I bought the truck to promote my American Bully Kennel

BUILD TIME: 11 months

LENGTH OF OWNERSHIP: Four years

THANKS: Hayden and Jess from Jokers Wild Kustoms; Kue, Gam, and Aims from All In Scaffolding; Lucin at Fuel Storage; Pare and Alan from Downtime Entertainment; Mark at Re-Wires NZ; Corey Jorgensen at CJ Customs

Ten days before AutoFest, the completed truck was handed back to Shannon and he couldn't have been happier with the result.

"The first time I drove the truck was on the street cruise at AutoFest," he says. "We are bound to come across some things that don't work, and parts that need to be cut out or moved. The plan is to drive it all summer, enjoy it, and figure out how I can improve it. The truck should only sit in a workshop in winter.

"It's good to have something in my shed that I can work on; it's good to work with my hands and be back on the tools. [Members of] the Bully community across the world are commenting on the truck, and it's already building my kennel brand."

If that's not a good business card, then we don't know what is! V8

GOLF
GOLF
CHEVROLET
AUTHENTIC K
ESTD
BLUE BLOO
AMERICAN BUL
Make It Reign

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SOCIAL SCENE

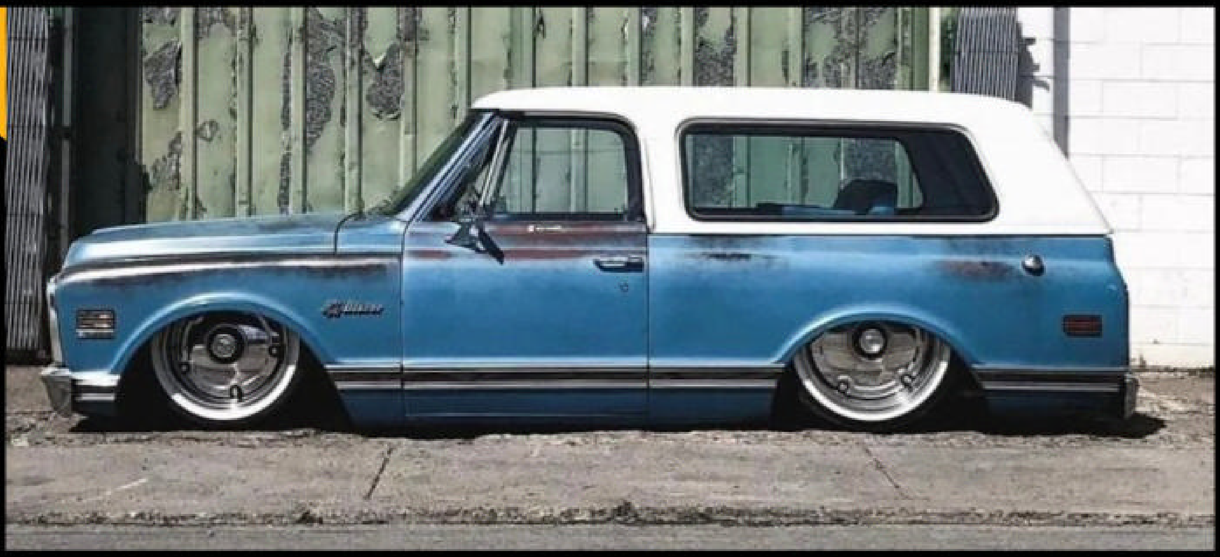
WORDS: MATT ELLIOTT — LOW FAST FAMOUS

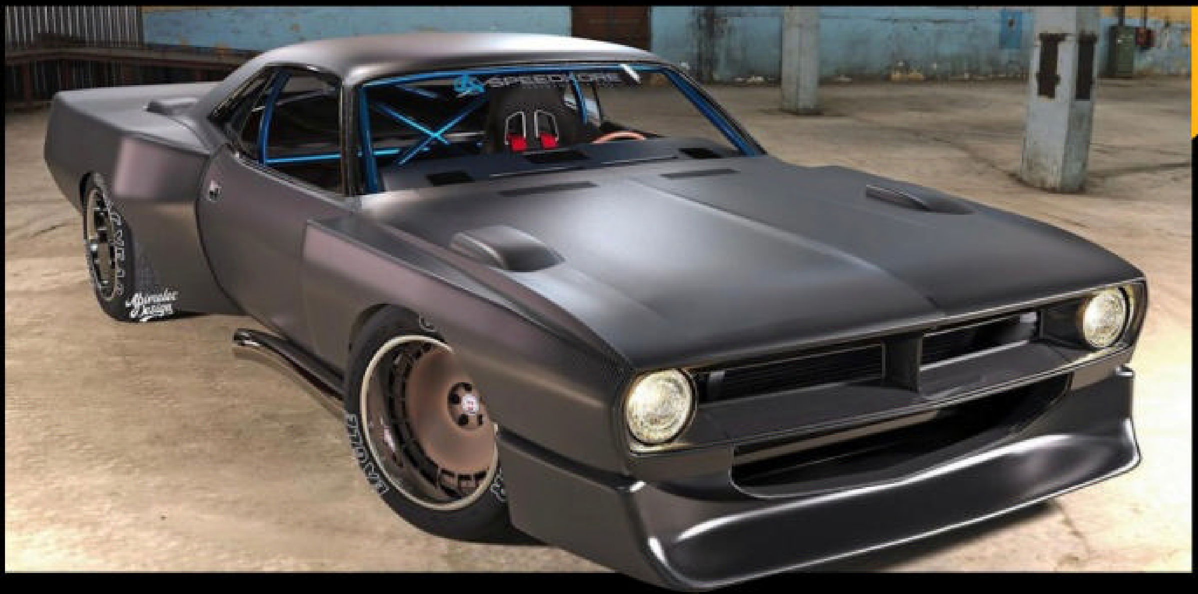
Here are some quick hits of content from social-media channels around the globe, curated by Low Fast Famous. They relate to some of the projects and completed builds that have been generating the most interaction and impressions in the past 30 days. Check out more of the work from the vehicles highlighted via their Instagram handles listed or at Low Fast Famous: @lowfastfamous

1972 CHEVROLET BLAZER

@DBOOK

Devin Booker has one sweet Blazer, which is not a bad vehicle to be pulling up to the NBA playoffs in. Devin has foregone a paint job and stuck with the Arizona Desert–created patina while focusing on what lies beneath. The truck was treated to a full catalogue of Porterbuilt suspension parts, along with AccuAir air management to get the stance just right. Power is from a built LS1 topped with an LSA supercharger putting out 600hp to the wheels. Speaking of which, those are custom Delmo Speed rollers that add the perfect finishing touch.





1974 DODGE CHALLENGER

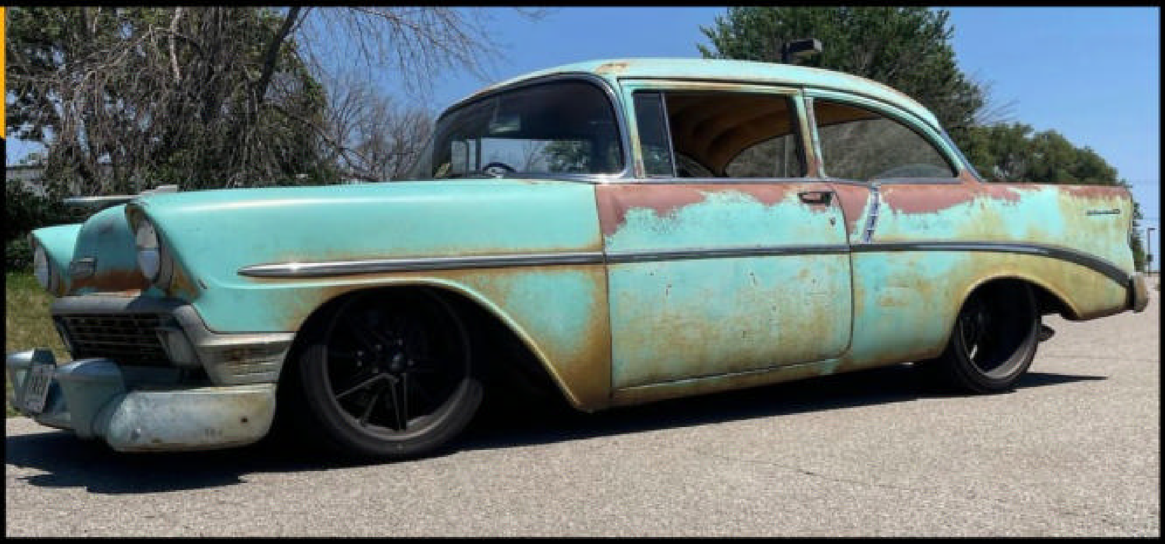
@ABIMELECDESIGN

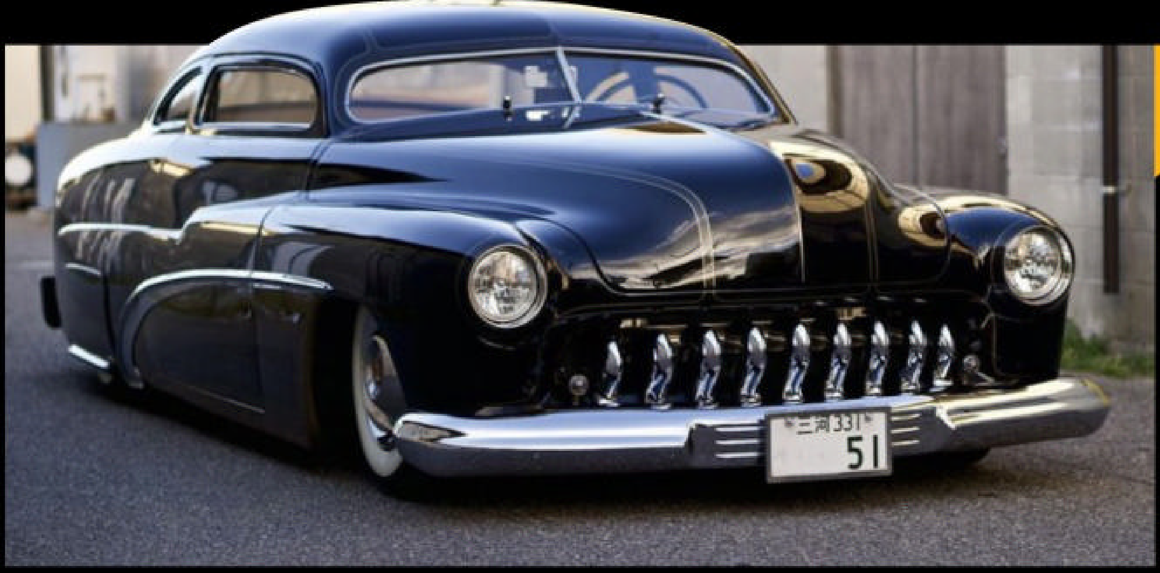
We have featured a few designs from Abimelec before and this collaboration he has completed with the crew from SpeedKore Performance has the potential to be a beast. The concept is centred on an International Motor Sports Association (IMSA) All American Grand Touring (AAGT)–specification race car using current world technology, which if you know the work SpeedKore does means there will be a lot of carbon-fibre bodywork and Hemi power involved. We would love to see this one on the streets and will be keeping an eye out for more.

1956 CHEVROLET

@BARN_FIND_RUSTY_GOLD

With a history of finding original barn-find vehicles and turning them into sweet street machines, the work done on this '56 should come as no surprise. The outside of the car has been left just as it was when extracted from the farm it was found on — you could not ask for a cooler look. Team that up with a GM Performance LSX376 and a large Precision turbo, and you know the party is going to be fun when started. Completing the build is a set of Billet Specialities wheels that are blacked out to keep the look understated.





1951 MERCURY

@JS358

The one thing with social media is the number of cars you'll see in unexpected places. Case in point is this build that resides in Japan — not exactly the place you would think of for custom rides and American muscle. Jun nailed it with his Mercury build starting with the custom bodywork, including the exquisite chopped top and air suspension that ensure the profile and stance are perfect. Amazing one-off paintwork sets the vehicle further apart, while custom wheels and centre caps complete the head-turning machine.

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PART 1

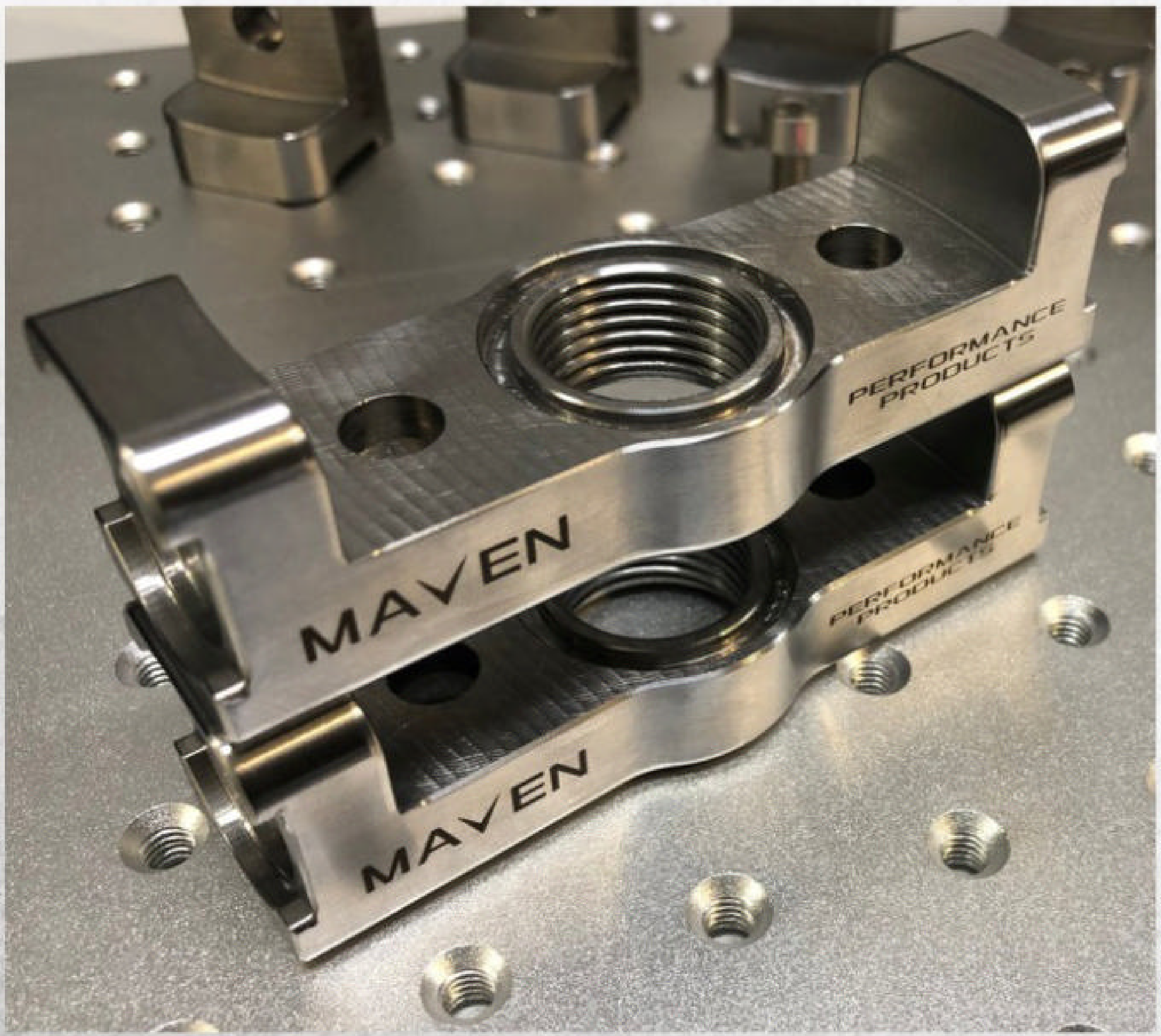
PRO STREET BRAWLER

TAYLOR RETURNS TO HOME BASE TO BEGIN CREATING THE NEW TWIN-TURBO CONFIGURATION FOR HIS INSANE FORD CAPRI, WHERE HE DISPLAYS ALL OF HIS TIPS AND TECHNIQUES FOR DESIGNING A CLEVER TURBO SET-UP

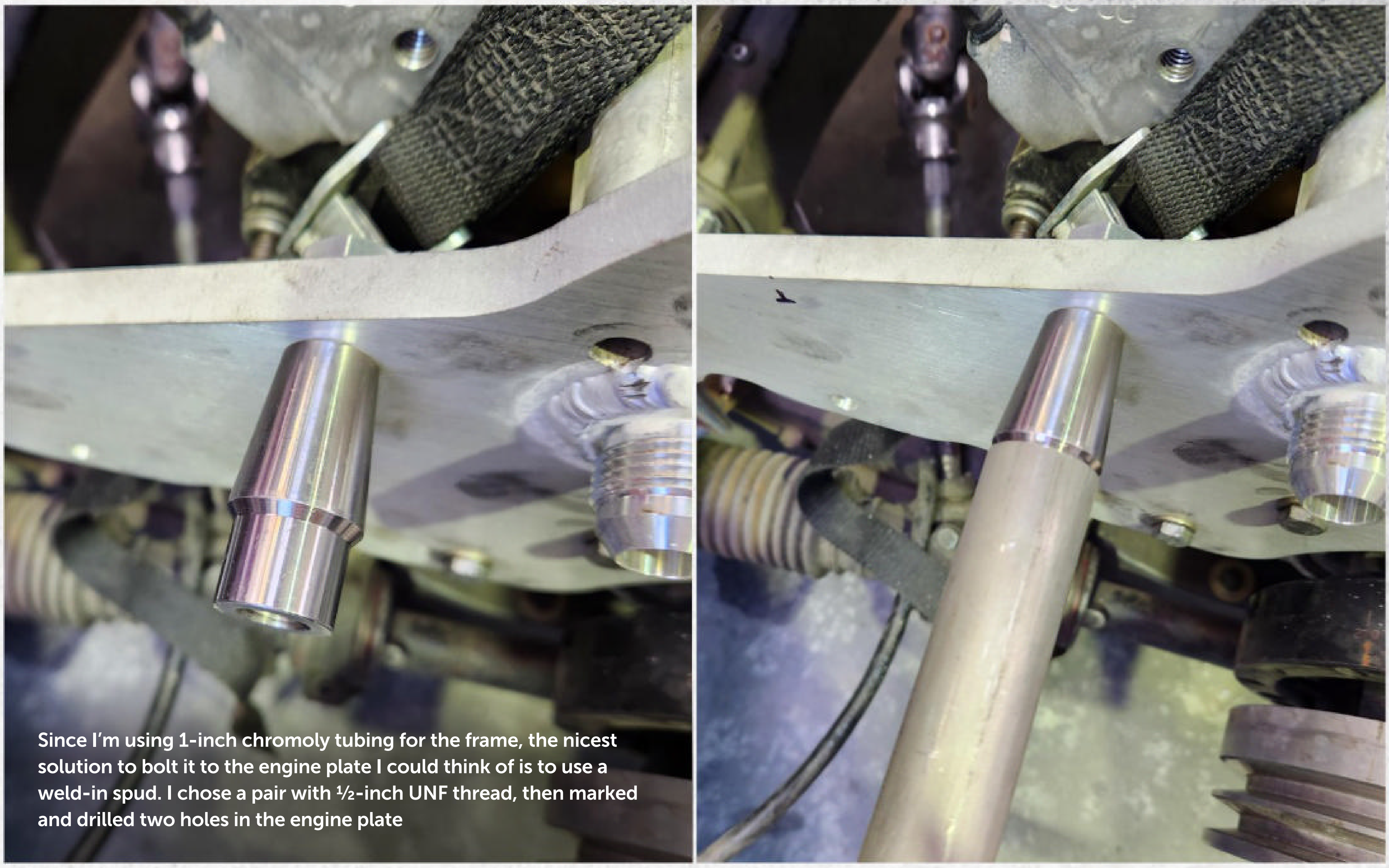
WORDS AND PHOTOS: TAYLOR PETERSON

I'll start with the backstory on this car, as I've owned it since I was 15 when it was bought as a factory four-cylinder. Over the years, it's had several small block Ford motor combos in it, with the most recent being a blown and injected 347ci small block Windsor running on Avgas. There was a steep learning curve involved with the EFI aspect, and after encountering numerous issues and lots of disappointment (all of which could be traced back to the ECU eventually), I decided to take a break from it. After 2.5 years I have motivated myself to resume where I left off. I put in a new Link ECU and plan to swap to E85, both of which I feel will solve my difficulties.

Somewhere along the way of rewiring it, I ended up making a whole new rear half for the chassis. I then figured the chassis can handle a lot more horsepower now, so thought I'd better convert to turbos and bump it up a notch, and get back to rewiring it later on. Once the decision was made to go twin-turbo, there was some planning involved with some key areas that



Maven Performance makes these cool mounts that bolt to the drain flange of the turbo, which is a really nice way to do it as it supports all the weight from the centre of the turbo. The Maven mounts have a recess machined on either side to accept 1-inch diameter tube

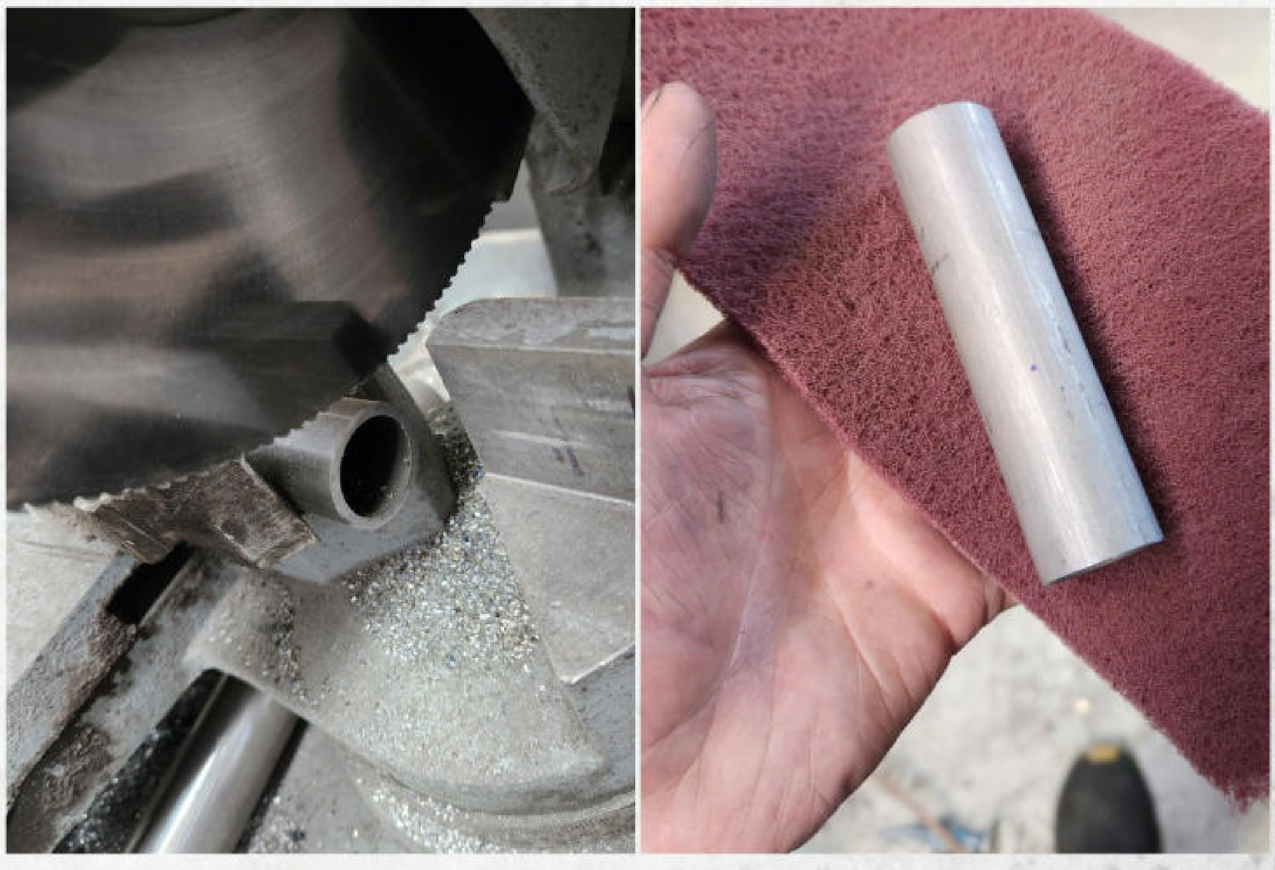


Since I’m using 1-inch chromoly tubing for the frame, the nicest solution to bolt it to the engine plate I could think of is to use a weld-in spud. I chose a pair with ½-inch UNF thread, then marked and drilled two holes in the engine plate

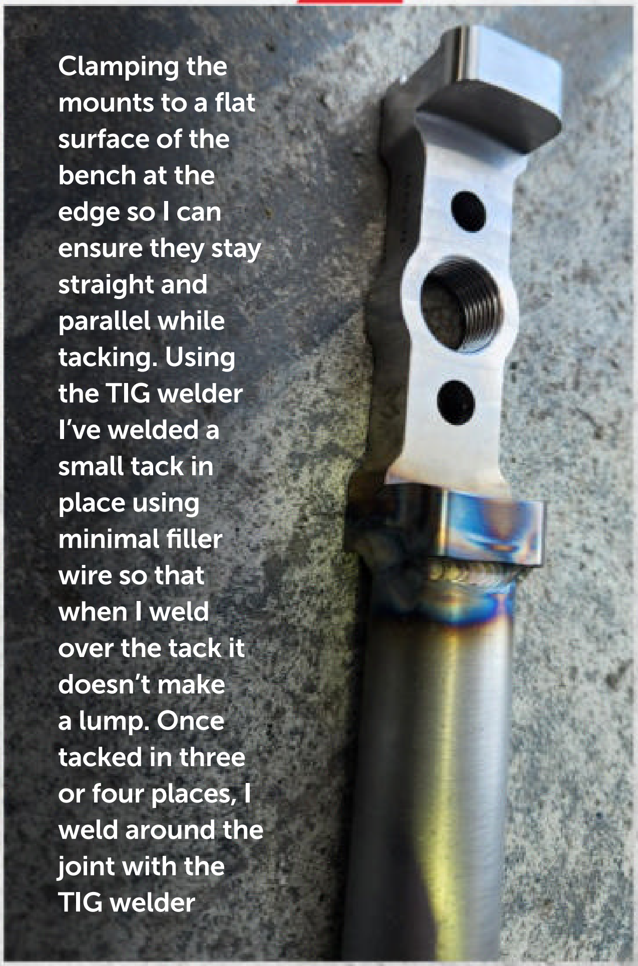
I want to make minimal compromises. As it is mainly a race car, maintenance needs to be relatively easy, so things like access for checking valve lash, and changing spark plugs, were important.

Weight was another key aspect I wanted to keep in mind as I have gone to a massive effort to remove weight from the car in the rebuild so far, so the last thing I wanted was 50kg worth of headers holding up the turbos. My solution to this is to use the same material that I’d use to build naturally aspirated headers — 1.6mm wall stainless tube. Stainless is better than mild steel for turbo builds as it holds the heat better, and this makes the turbo spool up faster. I also plan to get them ceramic coated, which will help to reduce temperatures. Something I see a lot of is cars with terrible wastegate flow, which makes boost control erratic or impossible to bleed off enough pressure. So when it comes to a boost control / wastegate position, my preferred way to do turbo manifolds is ‘Promod’ style, which is where there’s a 90-degree bend between the collector and turbo, then you feed the wastegate off the bend in the direction of gas flow. >

MY PREFERRED WAY TO DO TURBO MANIFOLDS IS ‘PROMOD’ STYLE



Once figuring out my centre-to-centre width for the turbos, a piece of the chromoly tube to length was cold cut in the saw. Deburring the cut ends on the linisher, then red Scotch-Brite was used to clean up the tube ready for the next stage

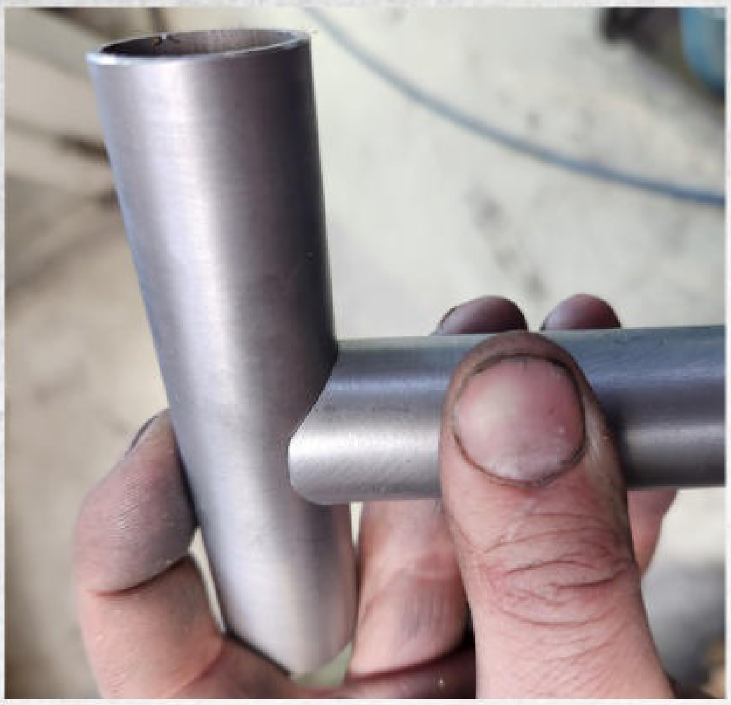


Clamping the mounts to a flat surface of the bench at the edge so I can ensure they stay straight and parallel while tacking. Using the TIG welder I’ve welded a small tack in place using minimal filler wire so that when I weld over the tack it doesn’t make a lump. Once tacked in three or four places, I weld around the joint with the TIG welder

With header design, even though a log-style manifold will make okay horsepower, there are gains to be made from running a proper longer merge, close to equal length primaries. The phrase 'bigger is better' is not always the case — a primary that is too large will spool slower and simply take up more space.

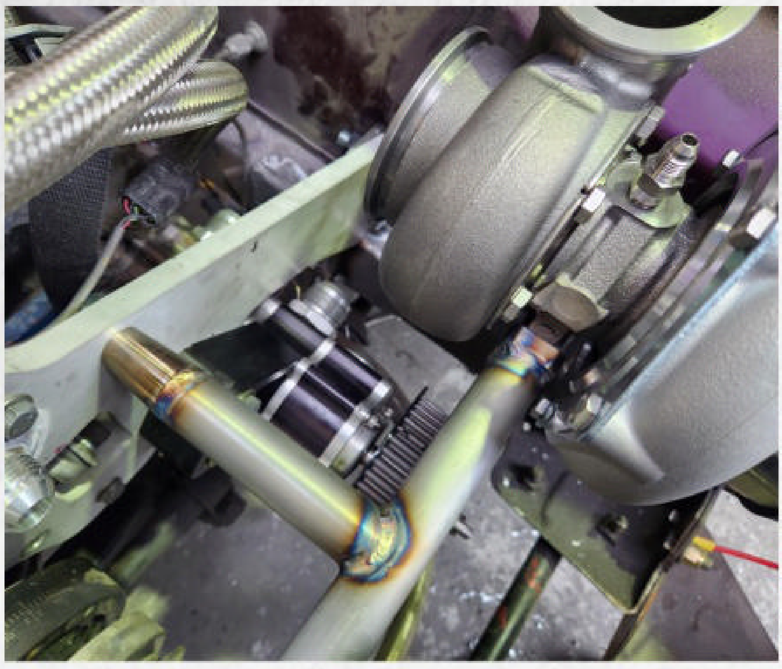
To help with packaging, and to help with my love of symmetry in the engine bay, I have elected to use a pair of mirror image Aeroflow 6762 turbos. They have a V-band turbine inlet and outlet which I prefer over a flange style for ease of assembly. Once the turbos were selected, the big decision was where to put them — down low and up front was best.

I selected $1\,^{7}/_{8}$-inch stainless tube with 1.6mm wall thickness as my header primary material. There is no way the headers will be able to hold the weight of the turbos, so I will fabricate a mount frame to support both turbos. Here's the progress so far.

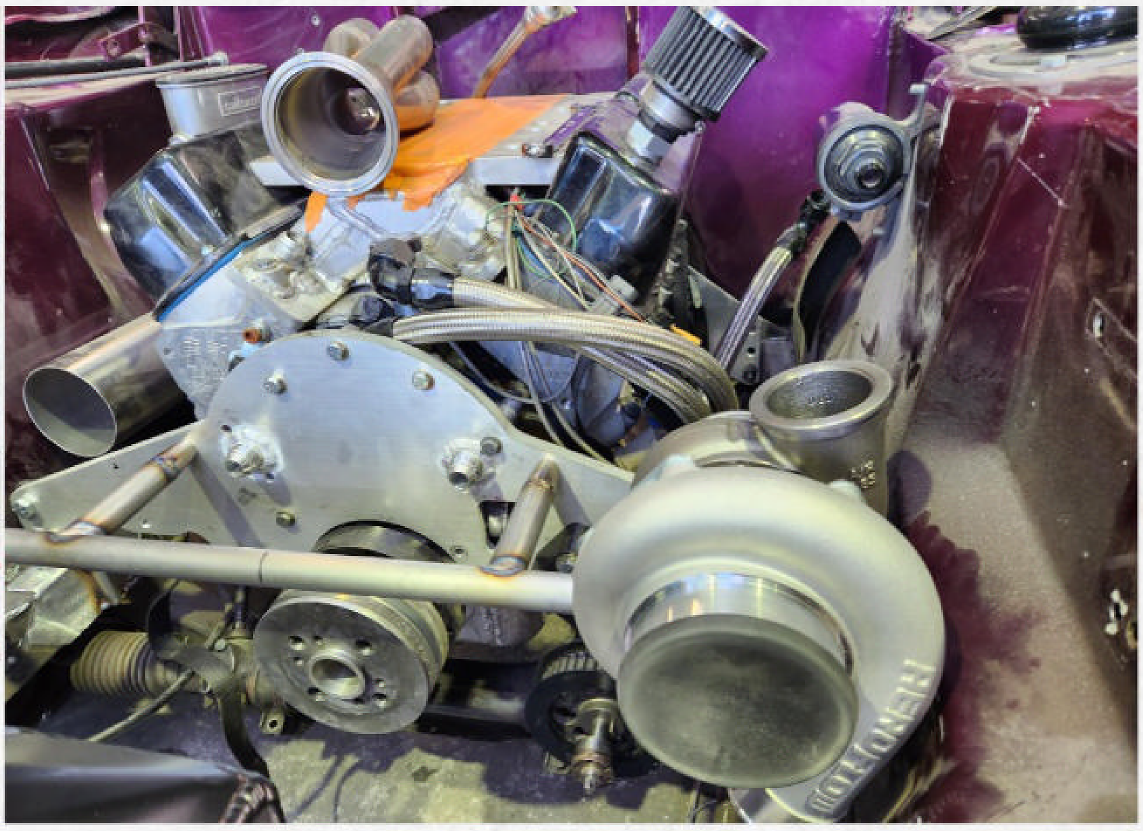


The next step involves making the stand off tubes, notching the end of it to fit perfectly using a handheld belt sander, and finishing with a file where needed. On larger tubing, I would do a rough notch with a 1mm cut-off disc first. This photo shows how the tubes should fit before TIG welding

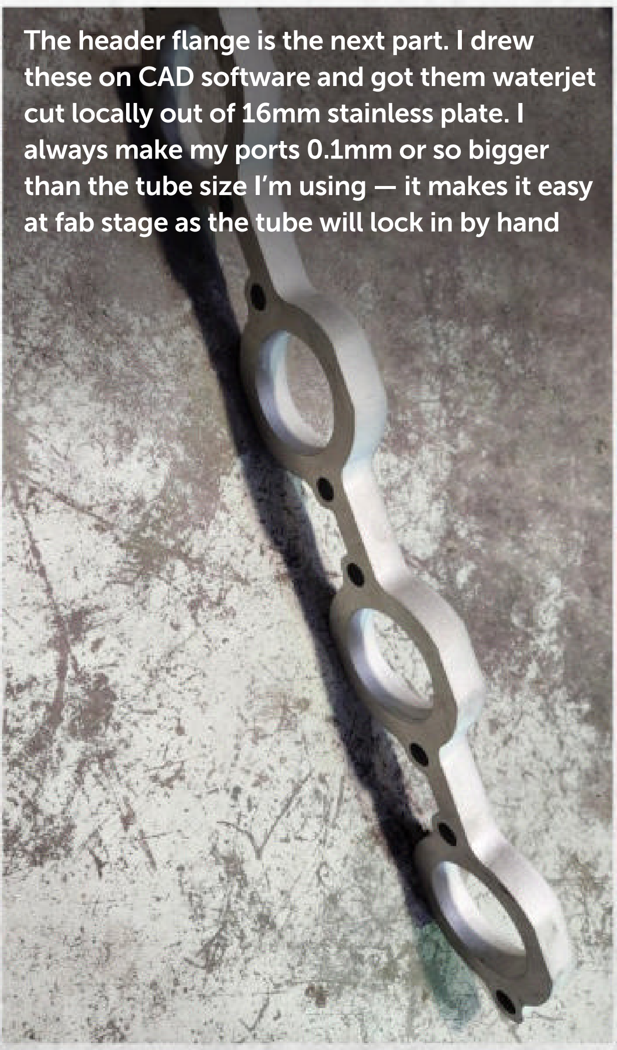
PROTIP: When welding chromoly tube, I use 1.6mm ER70S filler wire and run a Furick #12 gas lens to keep the weld pool free from contaminants.



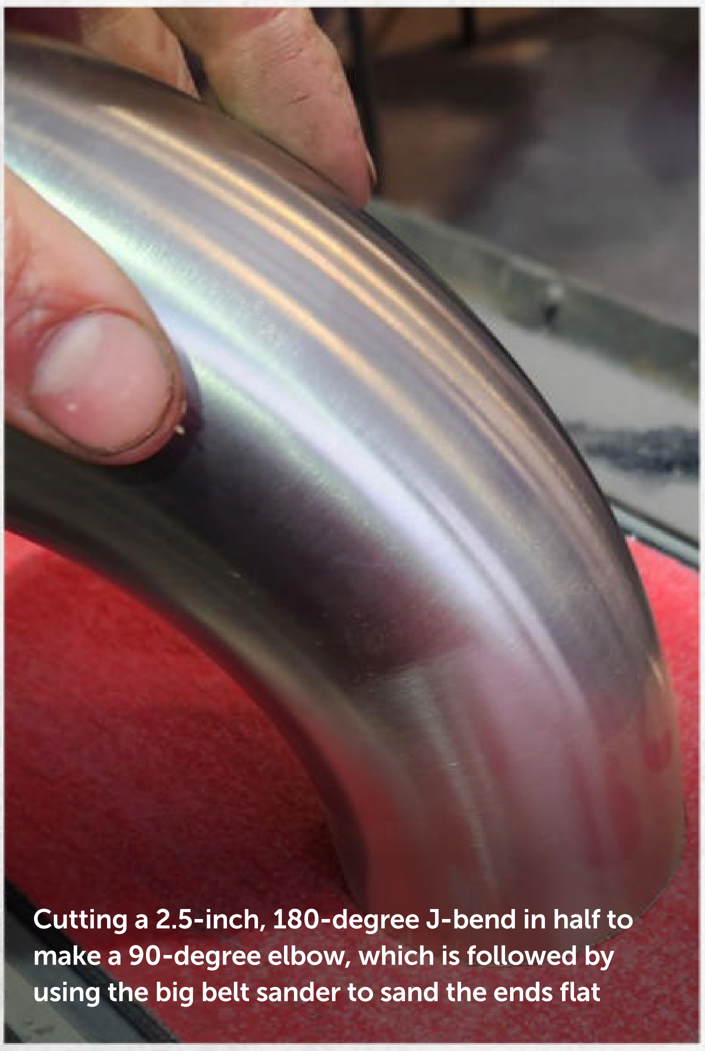
The frame all welded up and bolted in with a turbo sitting in place. A bonus with this frame is the added benefit of serving as a dual-purpose bracket to mount the water-to-air intercooler



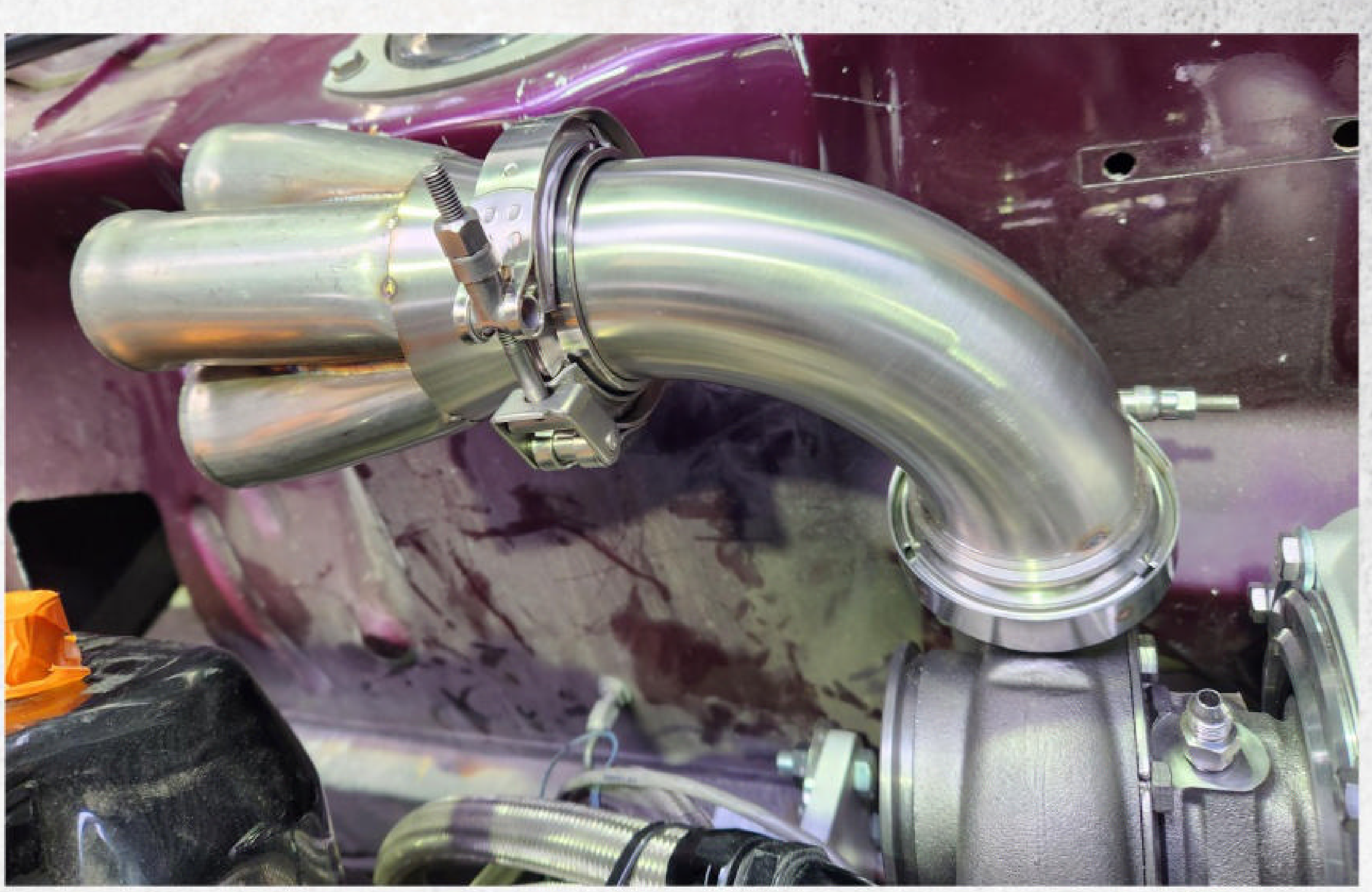
Starting the headers off by shortening an Aeroflow 4-1 collector to fit in the space that's left to use. This is purely to save time from making my own collectors, plus I had them left over from another project



The header flange is the next part. I drew these on CAD software and got them waterjet cut locally out of 16mm stainless plate. I always make my ports 0.1mm or so bigger than the tube size I'm using — it makes it easy at fab stage as the tube will lock in by hand

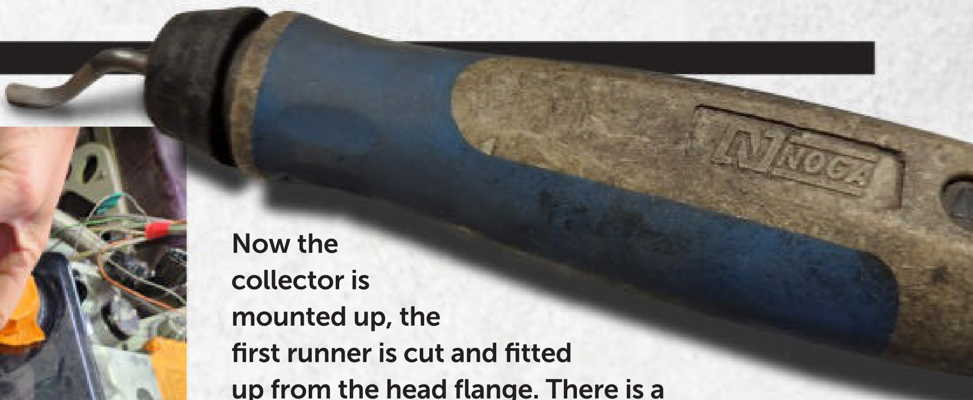


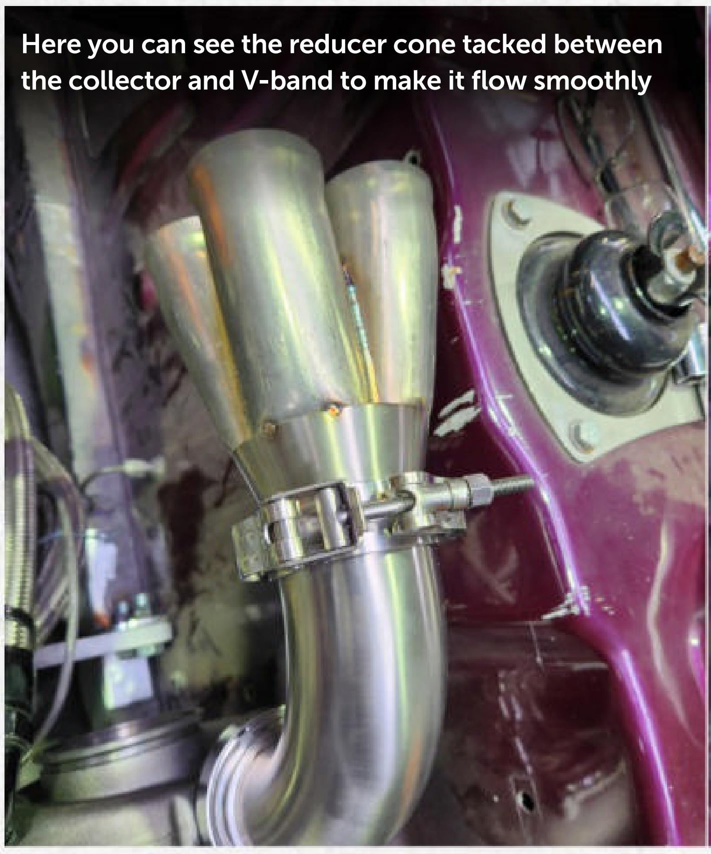
Cutting a 2.5-inch, 180-degree J-bend in half to make a 90-degree elbow, which is followed by using the big belt sander to sand the ends flat



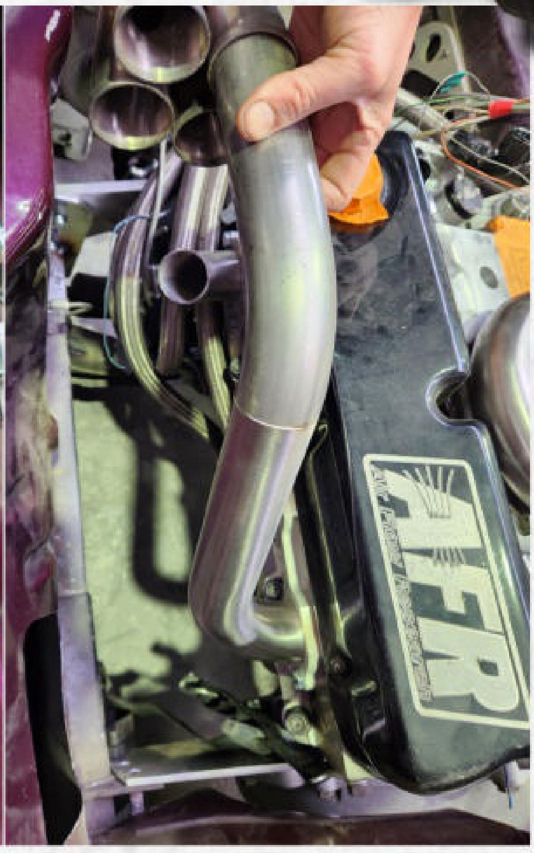
Tacking the elbow to the turbo flange and also another V-band off the collector — this extra V-band is simply to make the car easier to assemble and service. This elbow is the last part of the headers that will get welded up; reason being if they move around getting welded, the elbow can be tweaked if needed

Tool below: When prepping the tubes to tack together, always deburr inside and out to stop the weld pulling contaminants in while purge welding. I find these handheld deburring tools handy. You also want a very tight fit to help avoid the tubes pulling when welding — again the big linisher is my go-to tool to make every joint flat





Here you can see the reducer cone tacked between the collector and V-band to make it flow smoothly

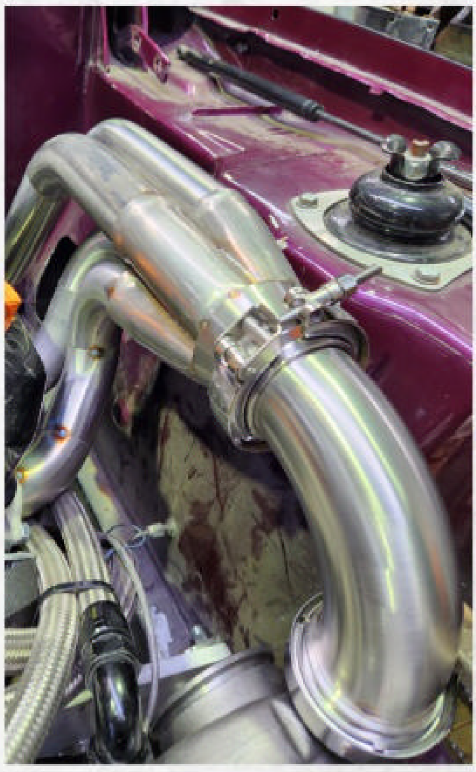


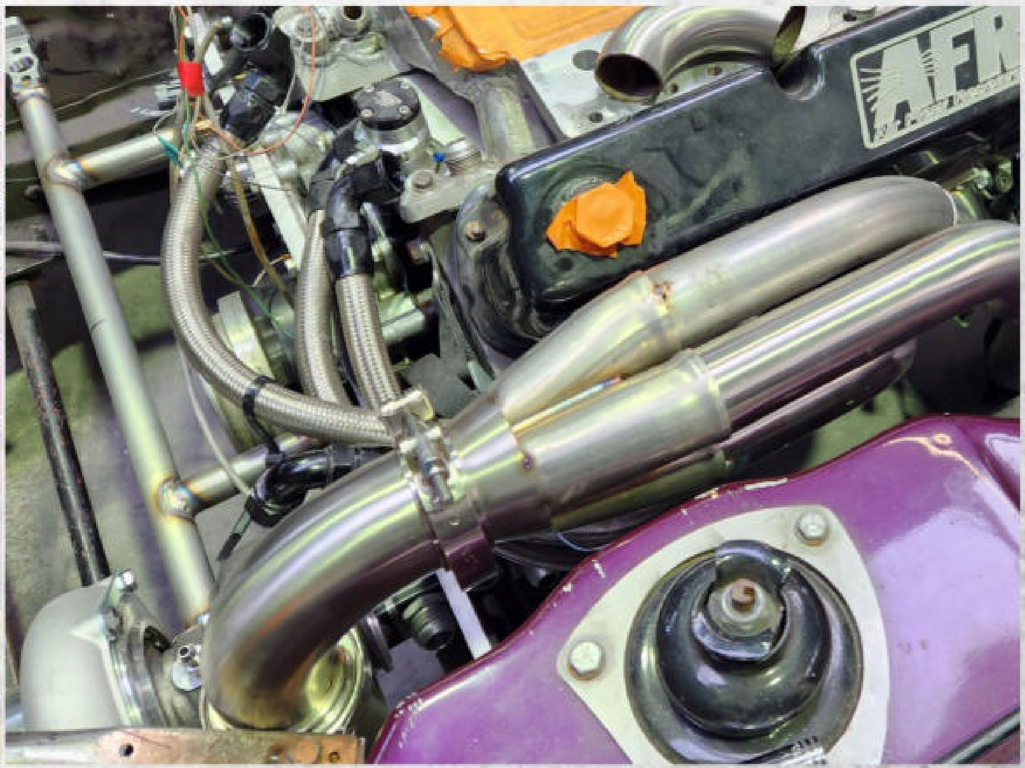
Now the collector is mounted up, the first runner is cut and fitted up from the head flange. There is a fair bit of space on this car, so I start with the most visible primary to make it look nice, but usually I start with the tightest one. Using a 1mm cut-off disc on the 5-inch grinder to cut all my tubes. I've found that simply eyeballing up the cut works best for me to get them square. Just remember to imagine a line from the centre of the bend radius through the tube

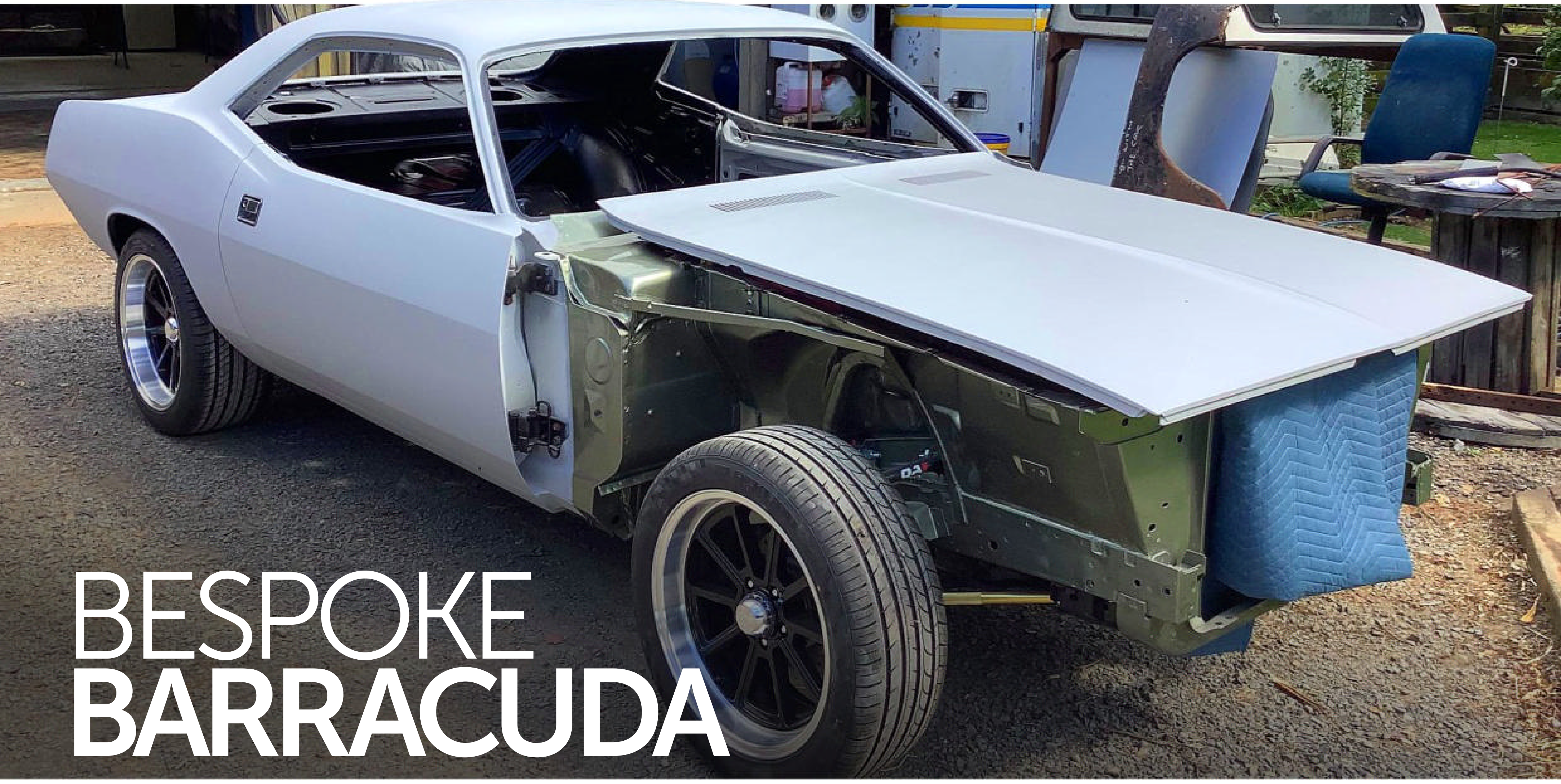
PROTIP: Cut a J-bend in half to use as a visual aid when planning the runners. You can hold it in place to figure out what angle you need from there. I also keep a box full of bent offcuts ,which are very handy for mock ups.

Three of the primaries are tacked up here and you can see I've used the MIG welder to tack these in place — it means you can tack easily with one hand while holding it in place. The downside is I will have to grind the tacks off before I TIG these properly. With three tubes tacked together, the header can be pulled off the car to begin building the last one on the bench

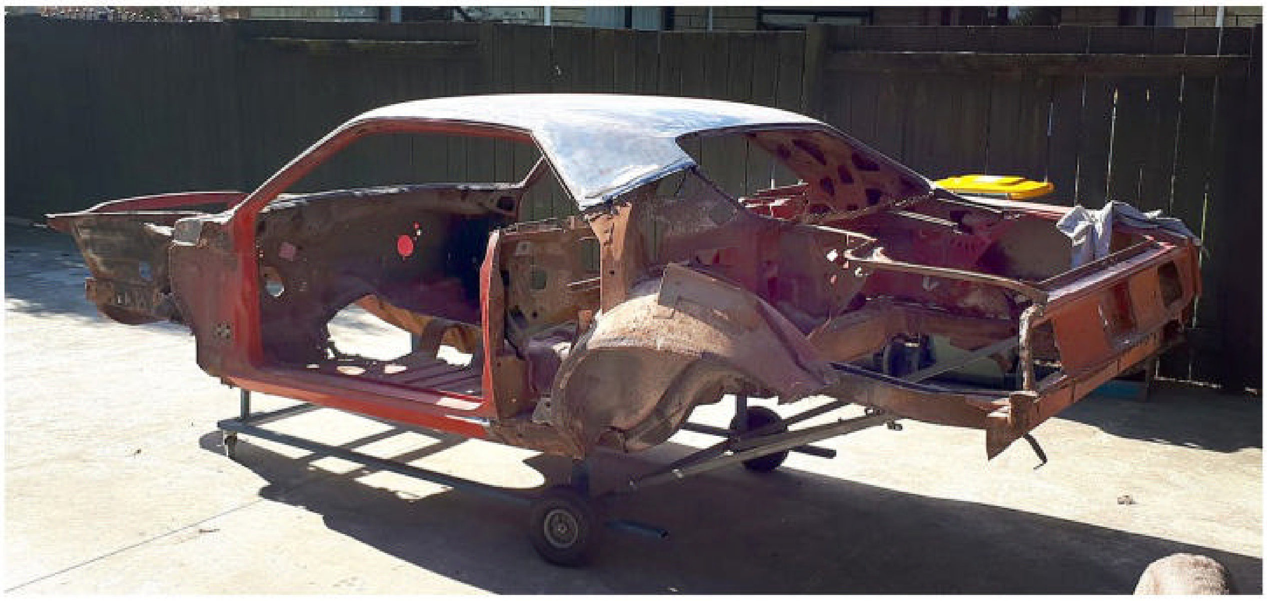
In the next instalment of the Pro Street Brawler series, we will discuss the steps involved in welding the headers together and putting the final touches to them.







BESPOKE **BARRACUDA**



You're sick of hearing it as much as we are sick of writing it, but here we are with another Covid build. But what else do we expect men with cars, sitting around, to do? This build started approximately four years ago when Ivan Booth purchased a '70 Plymouth Barracuda. Give or take six months after the purchase, the thought entered Ivan's mind of selling up, as he thought that he might have bitten off more than he could chew.

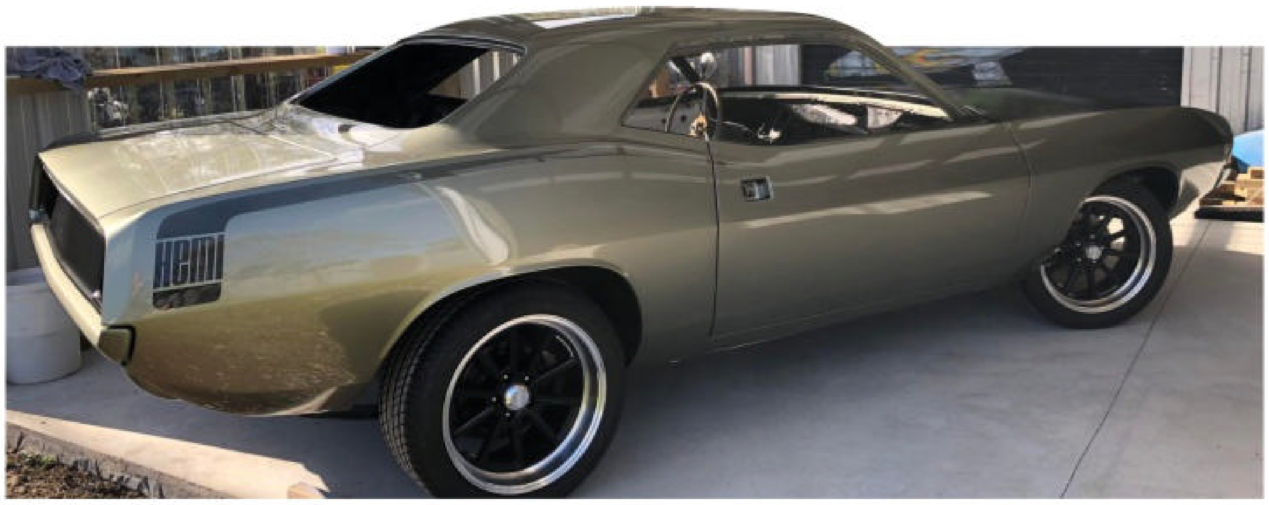
However, as mentioned, Covid hit and Ivan was left with nothing but time on his hands. Enough time that he was able to completely strip the vehicle of all its parts, mount the body on a homemade jig, and send it to the sandblasters. Once sandblasted, it unfolded that some repairs needed attention, including the rear quarter panels, boot floor, front floor, and multiple rust patches. After ordering new OE panels, Stacey Emeny from Mercury Garage was called on to stitch in all the new sheet metal, and carry out a bunch of custom fabrication work to give the Barracuda a unique look. Ivan also managed to put in his fair share of grunt work while it was in Stacey's workshop.

With the fabrication completed, the car was reassembled and primed ready for Jono Vincentin to spray it in Millennium Jade, complete with an airbrushed 'Hemi' logo and stripe.

With so much work going into the body, it's no surprise the original 318 was swapped out for a Jegs crate 345ci Hemi, complete with a Holley Terminator X fuel injection system. An overhauled TorqueFlite A-727 will take control of gear changes, while the factory 8¾-inch diff is still used but with overhauled and new parts. Filling the wheel houses are Wilwood 12-inch front rotors and four-pot calipers, with overhauled drums on the rear. To complete the driveline, Ivan added QA1 Level 1 suspension, and 18x8- and 18x10-inch American Racing Draft wheels.

One of Ivan's hobbies is auto upholstery, so we won't be surprised to see an amazing upholstery job, which will match up beautifully with the already-installed Flaming River steering column and Dakota Digital dash.

With plans to have it finished in time for Repco Beach Hop 24, we're sure this won't be the last time you hear from us about this slick Barracuda, as it's got the makings of something special.



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’55 BIG BOY

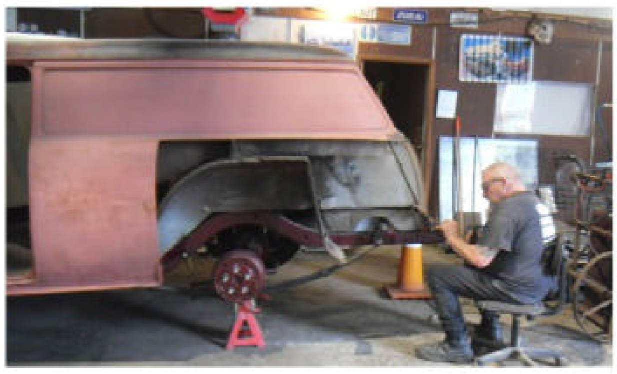
We first saw John Burndred’s concept for his ’55 Chev El Camino in Issue No. 211, which we rendered into a wild pro-streeter dubbed ‘Pro Camino’. We got curious when he mentioned that he was also working on a ’55 Chev Delivery, so we reached out to him to learn more.

After relocating from Paeroa to Waihi, the build — or builds, as the case may be — was put on hold while he built a shed to house the fleet. Now that the shed is finished, he is back to work, cracking on with the ’55 Delivery.

Concentrating on getting the bodywork in shape first, John took action on the rear quarter, as it was a little untidy from a previous accident, cutting it off so it could be metal worked into the correct shape. Doing this, he realised a bit more attention was also needed on the structural areas behind it. Once John has that area sorted, the guard can be welded back on.

Getting the body on to a rotisserie is the next step in this build plan, so the metalwork can be refined and the search can begin for the colour it will end up in — currently, likely to be a deep red. Having collected a number of new parts over the years, John’s looking forward to getting the chance to fit them up.

While the body is off, John says he will also give the chassis and motor a bit of attention to spruce it all up before mating them back together for the final assembly. He doesn’t see the need to repower the Delivery, as just a few years ago it was fitted with a 327ci small block and Turbo 350 trans. However, a new set of drop spindles and a Wilwood brake set-up are yet to be installed, which should give the car a nice drop in altitude and plenty of stopping power to match.



’69 PRO RIDE

The name John Gamble should spring to mind if you have a sweet spot for Chevelles or, in fact, anything loud and obnoxious. His ’66 Chevelle Malibu is well known around the country, having been imported new back in the day, and evolved ever since. That car graced our pages a few years back, and we will expect his next one — a ’69 currently in the build that’s getting a pro-touring twist — to do the same.

Pitching the idea to his wife back in 2021 of building a pro-touring Chevelle, she gave him the green light to buy it on their 30th wedding anniversary. So, with that approval, a ’69 Chevelle was bought, with the intention of building it a little tamer than his ’66, adding some modern tech to keep it in alignment with the pro-touring theme, and it becoming a car that his daughters could enjoy too.

When building tough cars, as John does, it’s important to have good people on hand to call. In this case, John had Kayton Coughey from Real Rides. With John entrusting the ideas and vision to Kayton, the first order of business was making sure the bodywork was sound. After being stripped back to bare metal and a few rust patch panels welded in place, the body was sealed off in primer, with the underbody became the first focus of attention.

An underbody texture coat was first applied, for protection and sound deadening, then painted in a custom Lamborghini mix, which will tie in with the body paintwork later on. With the underside completed, they got to work on ordering the new driveline. The power plant of choice was a GM L99 LS2, which was first sent to Prescott Racing for a freshen up. It was then matched up with a GM 6L80 auto transmission to keep gear changes smooth and consistent, and a built Chev 10-bolt differential was fitted to complete the package.

It’s obvious the car still has a long way to go, but getting the desired stance was important to get right sooner rather than later. The solution was Ridetech coilovers front and rear, along with bespoke CMST forged two-piece wheels to fill the arches. Stopping power has been overhauled using the tried-and-tested Wilwood combo with 14-inch rotors matched with six-pot calipers up front, and 13-inch rotors with four-pots in the rear.

It’s fair to say that most rides that come out of Real Rides are second to none, and we’re sure the team will make their mate John proud with this build when it’s completed next year. While John says that the build is going to be tamer, with more street manners than his ’66 Chevelle and the intention that his daughters drive it more than him, the way it’s shaping up, we’re sure that it’ll be hard to get him out of the hot seat!

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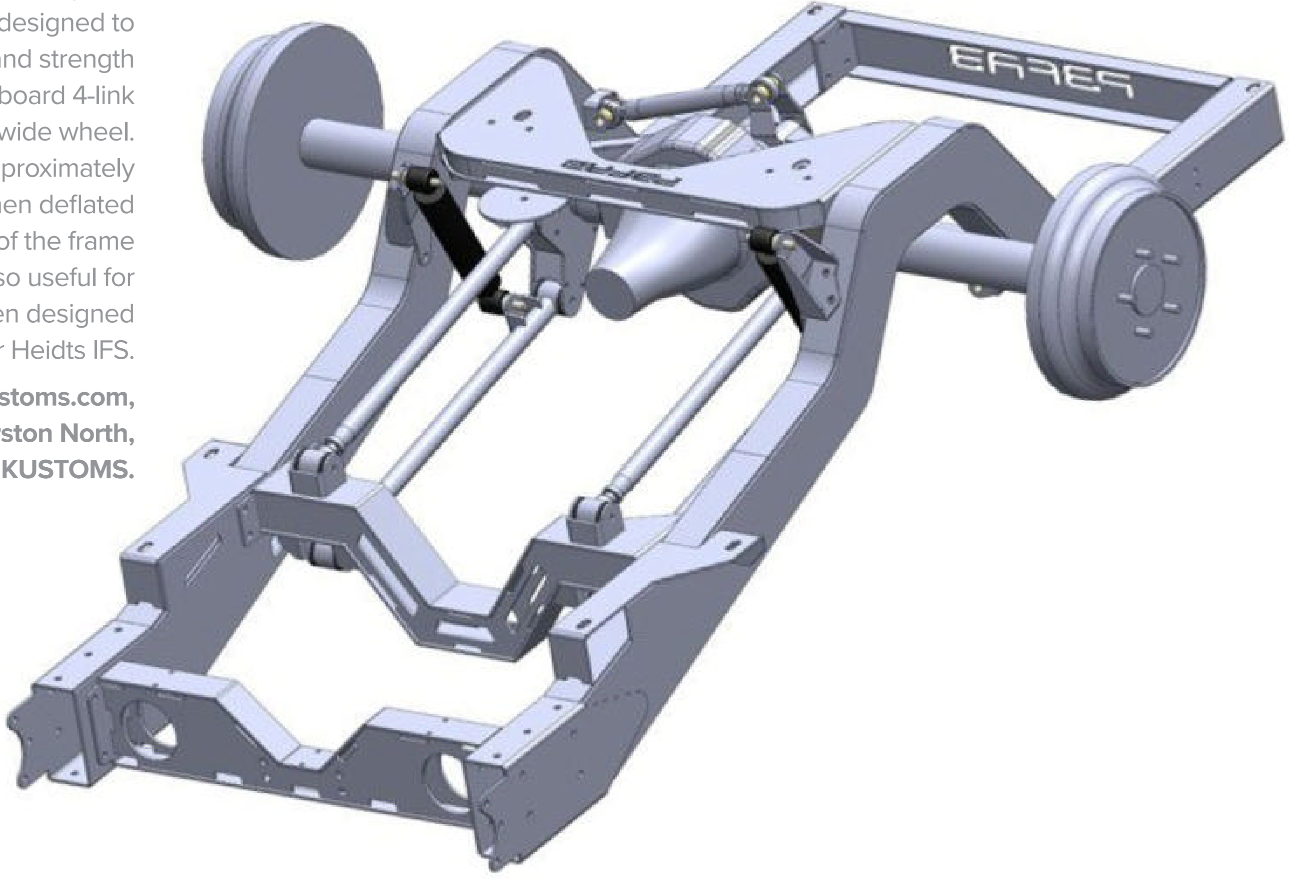

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The XV22DVR dual-camera kit is available from Repco, along with the single front camera, 4K Ultra HD, and HD 1080P dash cam models. See xviewdrive.com for comparisons.

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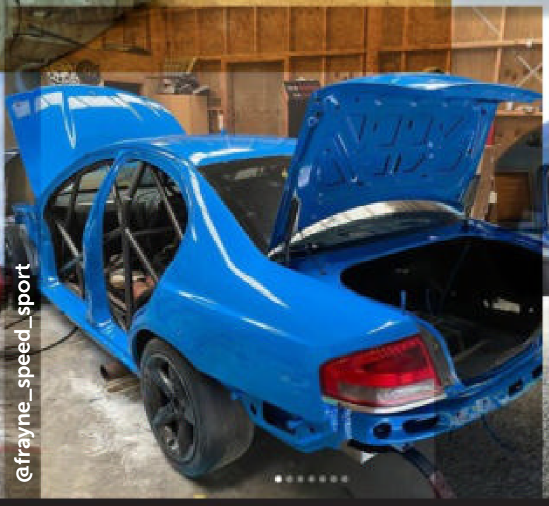
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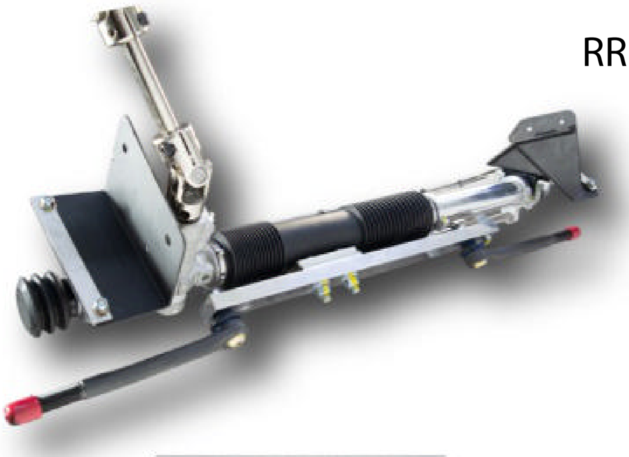

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